THE

HISTORY

OF

NORFOLK, VIRGINIA.

A review of Important Events and Incidents which occurred from 1736 to 1877;
Also a Record of Personal Reminiscences and Political, Commercial, and Curious Facts.

BY H. W. BURTON,
"HARRY SCRATCH"
OF THE NORFOLK VIRGINIAN.

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DEDICATION.

TO

M. GLENNAN, Esq.,

Proprietor of the Norfolk Virginian,

This Volume is respectfully and affectionately dedicated—not only as a mark of personal regard and lasting friendship, but in admiration of his noble impulses, true patriotism, fidelity to duty, unfaltering energy, strict integrity, and devotion as son, brother, and friend—all of which good qualities are prominent in his character, and have endeared him to the heart of the

AUTHOR.

The City of Norfolk.

ITS EARLY HISTORY AND SUBSEQUENT PROGRESS;

INTERESTING FACTS AND INCIDENTS.

Norfolk, the chief shipping port and seaport town of good old Virginia, is situated in Norfolk County, on the North side of the Elizabeth river, two hundred and twenty miles from the base of the Blue Ridge mountains, and thirty-six miles from the point at which the boundary line of Virginia and North Carolina intersects the Atlantic Coast. It is distant from Boston, Mass., (by water) about 620 miles; from New York, 300 miles; from Philadelphia, 270; from Washington, 185; from Baltimore, 178; from Wilmington, N C., 242; from Charleston, S. C., 350; from New Orleans, 1,326; from Lynchburg, Va., 204; from Richmond, Va., 102; from Petersburg, 81; from Fortress Monroe, (Old Point Comfort), 16; from Hampton Roads, 8; "and it is almost within hearing of the deep toned roar" of the Atlantic Ocean

The site of the city is a flat peninsular of about 850 acres of land, bounded on the South and Southwest by the Elizabeth river and Smith's Creek, and by Newton's Creek on the East; it is near the Southern extremity of the State, in latitude 36°, 50′, 50″; longitude West from Greenwich 76°, 18′, 47″; and East from Washington 0° 42′ 43″.

The natural advantages of its harbor and its close proximity to the Ocean and Chesapeake Bay, make it the best shipping port for Virginia and North Carolina, and for a large portion of the trade of the South-West, and the West. The Atlantic, Mississippi and Ohio railroad, starting here, passes through portions of Nansemond, Isle of Wight, Southampton, Sussex and Prince George Counties, to the city of Petersburg (familiarly known as the "Cockade City" of Va.,) and onward through Dinwiddie, Nottoway, Cumberland, Prince Edward, Appomattox, and Amherst counties, into Lynchburg, the old "City of Hills," and thence through the rich Counties of Campbell, Bedford, Botetourt, Roanoke, Montgomery, Pulaski, Wythe, Smith and Washington, to Bristol Tennessee, 408 miles from Norfolk, where it connects with the East Tennessee, Virginia and Georgia railroad, which runs through the best portion of East Tennessee, and connecting with other roads at Knoxville, Dalton

and Chattanooga, penetrates a vast portion of the Western and Southern country, giving direct and convenient access to our port as a shipping point.

The shipping and trade interests of North Carolina, are directly identified with Norfolk by means of the Seaboard and Roanoke railroad, which begins at Portsmouth (just across the river from here), and ends at Weldon, N. C., where it connects with Wilmington and Weldon, and the Raleigh and Gaston railroads. There are also various lines of Steamboats, and trading vessels which run from our city into the "Old North State," *via* the Albemarle and Chesapeake, and Dismal Swamp Canals, about which we will write hereafter.

THE ANCIENT BOROUGH.

The history of the "Ancient Borough of Norfolk" would fill volume upon volume with interesting reading matter. It dates back to the "days when people were honest;" when religion was pure and undefiled; when true chivalry was appreciated; when poor men's wives did not spend all of their husbands' surplus earnings in peacocks' feathers and fashionable finery; when tyranny and oppression were hated and "resisted even unto death;" when "Returning Boards" were not created to rob the people of their priceless liberty, and when "bull-dozing" was unkown in our land. The valuable and very interesting history written by Mr. W. S. Forrest, in 1853, entitled, "Historical and Descriptive Sketches of Norfolk and Vicinity," contains a full account of the early history of the city, and is familiar to our people. Therefore this writer will not attempt to lay before his readers a lengthy report of the town in the good old days of yore, but will devote a few pages to some interesting incidents of the past, in a condensed form.

In 1833, while some men were boring for water in this vicinity, a *coin* was found thirty feet beneath the surface of the earth, and which was supposed to be of Roman origin. From its singularity and antique inscriptions, it was thought to have been a specimen of money circulated by unknown aborigines, who ceased to exist before the mysterious red men inhabited this country. However, it furnished evidence that Norfolk county was a place of human habitation during or before the fifteenth century.

Norfolk is a Saxon word, compounded from *North* and *folk*, and as Mr. Forrest says, "may with some propriety, be rendered *North people*." The name was given by Col. Thorogood, one of the earliest settlers, in honor of his native county in England. Norfolk county originally included Princess Anne and Nansemond. It was laid off in parishes, known as Saint Brides', Lynnhaven, Elizabeth River Parish, &c. In those days the local government erected Parish churches and supplied them with pastors, and the people were required to attend church under penalty of law. The first Court-house was built upon the stream now known as Lynnhaven River, at the Ferry Landing; but the "seat of justice" was afterwards removed to "Newtown," at the head of the stream, now the village of Kempsville.

On the 8th day of June in 1680, seventy-three years after the permanent settlement of Va., at Jamestown, an Act of Assembly was passed,

called an "Act for cohabitation, and encouragement of trade and manufacture;" which directed the purchase of fifty acres of land for the town of *Norfolk*. The land was purchased from one Nicholas Wise, a carpenter of Elizabeth River Parish, in a Lower Norfolk County, for the sum of "ten thousand pounds of good merchantable tobacco and caske" The appointed trustees who made the purchase were Capt. Wm. Robinson and Lieut. Col. Anthony Lawson.

The land sold embraced all that from one end of Main street to the other, bounded on the North by Back Creek, which, at that time, "flowed from the river eastwardly (Bank street marsh) nearly to Church street," and was navigable for lighters and small crafts to the point where the City Hall now stands. Most of the land south of Main street has been since made by filling up the river. The deed from Mr. Wise for this property is said to have been quite a curious, legal document, and in it the location of the land is thus described: "Situate and lying in Elizabeth River Parish, north side of Elizabeth River bounded with said river to the South and West, to the North with a Creek, and to the East with several stacks, running partly across an old field and partly through some points of woodland," &c The deed concludes thus "In the year of the reign of our sovereign lord, King Charles the Second (by the grace of God), over England, Scotland, France and Ireland, defender of the faith, &c."

In October, 1705 the Assembly established Norfolk as a town; and in 1730 the business of the place had greatly increased, and two dozen vessels might have been seen any day, loading at our wharves. Col. Byrd, about that time, thus wrote about Norfolk. "The two cardinal virtues that make a place thrive—industry and frugality—are seen here in perfection; and so long as the people can banish luxury and idleness, the town will remain in a happy and flourishing condition."

ANCIENT COUNCILS.

On the 15th day of September, 1736, the Royal Charter was granted to the Borough of Norfolk, and Saml. Boush, Esq., was appointed Mayor; Sir John Randolph (knight) Recorder, and Geo Newton, Saml. Boush, the younger, Jno. Hutchings, Robt. Tucker, Jno. Taylor, Saml. Smith, the younger, James Ivey, and Alex. Campbell, were appointed aldermen. Provision was made in the charter for electing councilmen and other officers. Soon after this charter was granted, Mayor Boush died, and was succeeded in office by Mr Geo. Newton. The first council meeting was held Nov. 18th, 1736. Sir Jno. Randolph, Recorder, administered the oath of office to Mayor Saml. Boush.

At one time, as will be seen from the following extract from the proceedings of an ancient council, every citizen was required to be armed when he went to church, under penalty of a fine. Here is the extract:

"At a Common Council held the 7th day of July, 1741, it was Resolved that in future the (white male) inhabitants of this Borough (to prevent any invasion or insurrection shall be armed at the church upon Sundays or other days of worship or divine service, under the penalty of five shillings, to be recovered before the Mayor, or any one of the aldermen."

In those days, it is said, that the pastor of the only church in the borough (St. Paul's) delivered his sermons with a pistol lying upon his Bible stand—for what particular reason, we are not informed.

SPECIAL EVENTS.

April 6th, 1746, the battle of Culloden was fought, and the Pretender was defeated by his Royal Highness, the Duke of Cumberland. So on the 23d day of July, same year, the people of Norfolk, had a grand celebration jubilee, and burned the Pretender in effigy.

From Forrest's history, and from old records, we condense such extracts as may be interesting to the community, to-wit:

In 1765, Talbot street was opened by Capt. Talbot, the owner of the land, from whom it derived its name. It soon became a fashionable thoroughfare, and was the first street paved in the Borough.

March 31st, 1766, the people assembled at the Courthouse and formed an organization called the Sons of Liberty. The object of this Society was to oppose the detestable Stamp Act. The resolutions adopted were signed by fifty-seven of the most prominent citizens of the Borough.

In 1769, the imports of Virginia, principally of the Port of Norfolk and Portsmouth, amounted to £851,000—about $4,300,000.

In 1775, the people of Virginia begun to prepare for war, and the attention of Lord Dunmore, Commander of the British fleet, was directed to Norfolk, and our harbor was made the rendezvous of said fleet. In October of that year, Dunmore destroyed Holt's printing office, and the citizens protested against the act The British Commander replied in a very insulting manner—saying, he "could not have done the people a greater service than by depriving them of the means of having their minds poisoned, and of exciting in them the spirit of rebellion and sedition" This greatly exasperated the citizens and united them in hatred to the British.

It is not the intention of this author to give an account of the trials, troubles, victories and defeats that came to the patriots of this section during the Revolutionary war. That has been given in full and by abler pens. But a few incidents of the great struggle of our forefathers will prove interesting and convenient for reference.

The battle of Great Bridge (the first that occurred in our vicinity) was fought Dec. 19th, 1775. Lord Dunmore's troops were defeated by the Virginians, under command of Col. Woodford. It has been truly said that the conduct of our troops on that occasion manifested "Noble disposition of soul and undying patriotism."

Five days after the battle of Great Bridge, the Virginians entered Norfolk, and Co'onel Howe assumed command next morning. And on the first day of January, 1776, between three and four o'clock in the morning, Lord Dunmore ordered the town to be bombarded. A heavy cannonade was opened from the frigate Liverpool, two sloops of war, and the ship Dunmore. The British Commander sent some sailors ashore, under cover of the guns of the fleet, to fire the town. They applied the torch to the houses on the wharves, and as the wind blew from the water, the flames spraed very rapidly. The conflagration raged for nearly three days, and nine-tenths of the town was destroyed.

Norfolk was abandoned by Col. Howe, on the 6th day of February, 1776, and stationed his troops at Kemp's, at the Great Bridge, and at Suffolk. The habitants of the ruined town mournfully marched away with the soldiers, and all who were able, armed themselves to fight the enemy that had so cruelly made them homeless. The first house erected in Norfolk after the great fire, was built by Mr. Wm. Goodchild, on the north side of Main street, where Johnson's Hall now stands. In the fall of 1776, and spring of 1777, business men and fortune hunters seeing the peculiar advantages of this position, began to build stores, dwellings. &c. Many of the former residents returned and built small houses, or shanties, for they were so impoverished they could not afford much comfort. From that time, the town of Norfolk begun to grow to its present importance.

During the winter of 1779–80, our harbor was frozen across, and the residents traveled between Norfolk and Portsmouth on ice for the first time in their lives. January 14th, 1780, was the coldest day ever known in the State up to that date, (people at that time walked across the Chesapeake Bay, from Annapolis, Md. to Kent's Island.)

In 1782, the charter of this Borough was amended, so as to allow Councilmen to be elected by the votes of the people.

In 1785, a protracted and damaging drought distressed our people and water was in great demand. Animals perished, flowers withered, and vegetation was almost killed out.

In 1787, the Dismal Swamp Canal was commenced under a joint charter of Virginia and North Carolina. This canal is now a very important work and a great feeder to the trade of the city. It connects the Sounds and principal rivers of North Carolina, with the waters of the Elizabeth River, Chesapeake Bay and Atlantic Ocean. It passes through the Great Dismal Swamp, from which it takes its name. The immortal Patrick Henry, was a champion of this great work of internal improvement, and was one of the first subscribers to its stock.

In 1788, a newspaper called the "*Norfolk and Portsmouth Chronicle*," was started by Messrs. J. & A. McLean, from New York. It did not live long, on account of the death of one of the proprietors.

In 1790, a Courthouse was built on Main street, east of Church street. The population of the Borough at that time was nearly 3,000, and the value of exports from Virginia, principally from Norfolk, amounted to about *three million dollars.*

On the 13th day of August, 1794, the first number of the *Norfolk Herald* was printed—a semi-weekly paper, published by Mr. Chas. Willet. The name of the paper was afterward changed to *The Norfolk and Portsmouth Herald,* and flourished for many years.

In 1798, the number of houses in the Borough had increased to more than nine hundred; but in 1799, another disastrous fire occured, which destroyed a large number of buildings on the eastern side of Market Square, from Main to Union streets. This is truly an unlucky square, destructive fires having occurred there nearly a dozen times since the one above alluded to.

January 25th 1800, the General Assembly passed an act authorizing

the Governor to convey to the U. S. Government, the property called Gosport, for the establishment of a Navy Yard. The yard was regularly established about the middle of February following.

On the 22d of February, 1800, business was suspended and the people of Norfolk, with tearful eyes and saddened hearts, assembled to pay a tribute of respect to the memory of George Washington, the "Father of his country, the first and greatest of Presidents," whose death had cast a gloom upon the entire land. The solemn ceremonies took place in St. Paul's church, Rev. James Whitehead, officiating at prayers. The military procession, under command of Maj. Ford, of the U. S. Army, comprised the following companies, viz:

Norfolk Cavalry, Capt. Jno Nivision; the Norfolk Light Infantry, Capt. Saml. Smith; Norfolk Volunteers, Capt. Moses Myers; Norfolk Artillery, Capt. P. Lugg; the Ancient Artillery, Capt. W. P. Pollard. The Masons also participated.

In 1804, Norfolk was a busy place, and its population was nearly 9,000 souls. Wm. Wirt, a distinguished lawyer, who afterward became the Attorney General of the U. S., moved here in that year and thus wrote to one of his friends concerning the cost of living in the Borough. "Norfolk is very expensive. I keep a pair of horses here which cost me eight pounds ($40,) per month. Wood is four to eight dollars per cord; Indian meal, through the winter, is nine shillings per bushel: flour, eleven and twelve dollars per barrel; a leg of mutton, three dollars; butter, three shillings per pound; eggs two shillings and three pence per dozen, and so on."

During this year another fire destroyed many houses on the east side of Market Square, near Main street. "The Market-house was pulled down to save more valuable property;" it was situated then where the Market Square water plugs now stand. This was also the year in which Thomas Moore, the poet, visited Norfolk.

In 1809, the following places of amusement were conducted here, to-wit: One Theatre, Botanical Gardens, Museum Naturæ, the Wigwam Gardens, Vauxhall's Gardens and Baths, Rosainville's Bower and Lindsay's Retreat.

In 1810, the Common Council favorably considered the propriety of filling up the water lots in the town. (The Bank Street Marsh, we presume; but it stands there yet.)

January 5th, 1812, was set apart by the Mayor for an expression of condolence from the citizens, on account of the dreadful calamity occasioned in Richmond, by the burning of the Theatre there, on the 26th of the preceeding month. Our people exhibited evidences of profound sorrow for the mournful event.

The Congress of 1812, declared war against Great Britain, and a large force was concentrated here. On the 22nd of June (1813) the British fleet attacked Craney Island, and met a glorious repulse. The fortifications then on the Island were erected by order of Major Genl. Wade Hampton—(father of the gallant Hampton now of South Carolina), but at the time of this attack the troops there were commanded by Col. Beatty. This District was then under command of Genl. Robt. B.

Taylor, as gallant a Virginian as ever drew sword in the cause of freedom!

In March 1814, another fire occurred on Market Square, which destroyed the Market House and several stores.

April 7th, 1815, the *American Beacon* was first published. It was destroyed by fire in 1847. Its first owners were Capt. Hamilton Shields and Saml. Shepherd, Esq.

May 15th, 1818 the Council authorized the borrowing of money, for the purpose of building the Stone Bridge on Granby street, "across Back Creek."

On the 20th of March 1821, two Spaniards, named Castilano and Garcia, murdered a young Frenchman named Peter Lagaudette. The heartless murderers dissected the body of their victim and hid it in a trunk. They made their escape, but were soon captured, and were hung Frida June 1st, 1821.

The first steam ferry boat ever used between Norfolk and Portsmouth, made its trial trip January 19th, 1822. The fare on the boat then was the same as it is now—5 cents for each passenger.

February 2nd, 1823, a destructive fire occurred on the West side of Market Square. and Mr. B. W. Talbot, a native of Baltimore, County, Md., perished in the flames. A Mr. Barrett, of Norfolk County, was also killed at this fire.

Rev. Enoch M. Lowe, then pastor of Christ Church, died February 26th, and Major Geo. W. Camp, (father of our present esteemed townsman of same name) died September 7th; and Col. Wm. Sharp, died December 7th, of the year 1823.

On the 22d of October, 1824, Lafayette, the great friend to America in her struggle for liberty, arrived in Norfolk on a visit, and was most cordially received. Jno. E. Holt, Esq, was Mayor at the time, and ordered a grand procession of the people to receive the distinguished visitor, whose pathway was strewn with flowers by the school children of the Borough.

In February, 1824, the old Courthouse and jail buildings, which stood at the head of Market Square, were destroyed by fire.

On the 9th of March, 1827, a fire occured where the National Hotel now stands, and proved very destructive. By it, the Protestant Episcopal Church (where the First Presbyterian Church now stands) was destroyed—also, a block of buildings, then known as Murray's Row, and the beautiful residence of Walter Herron, Esq., where the St Vincent Hospital now stands. The latter house was fired by sparks from the burning church. More than sixty buildings were destroyed by this unfortunate conflagration.

The present Dry Dock at the Gosport Navy Yard, was commenced January 1st, 1828. On the 5th day of April following, Midshipman Wm. J. Slidele, Robt. M. Harrison and Frederick Rogers, of the U. S. Navy, were drowned in our harbor by the capsizing of a pleasure boat in which they were seated. During this year Christ Church was erected under the direction of L. Swain, Esq., a skillful architect and builder.

January 20th, 1832, an act of Assembly was passed, granting the *freeholders* of Norfolk the privilege of electing the Mayor of the Borough,

which blessed privilege they continue to enjoy, assisted by the votes of the good people who are not so fortunate as to *be* freeholders.

On the 13th of October, of this year Mayor Jno. E. Holt died. He had been Mayor for twenty years. On the 8th of December following, Mr. Jno. Tunis, another valuable citizen, departed this life.

In March 1 33. the Cumberland Street Methodist Church was built, and formally dedicated to the service of God by Rev. Wm. A. Smith, its chief founder.

Nov. 4th, 1833, another fire occured on the East corner of Main street and Market Square, which destroyed about 20 buildings.

December 4th, 1833, the Common Council subscribed $40,000 (in addition to $20,000 previously subscribed) to the stock of the Portsmouth and Roanoke Railroad Company; and on the 19th of January, 1834, the people of this Borough received the joyful tidings that the Assembly had passed the bill, authorizing the aforesaid road The bill had many enemies, but finally triumphed. When the good news came, the inhabitants of both places (the "cities by the sea,") rang their public bells and raised a joyful noise over their important success. The road, however, failed, and was abandoned.

In the same year, April 14th. Judge Robt. B. Taylor died; August 27th, the shock of an earthquake was felt in the borough; November 25th, the Council ordered the filling up of Back Creek, to make a public square—(the present site of our City Hall.) February 29th, interments in the "old burying ground" (St. Paul,s Church-yard) were prohibited, as the new ground (Elmwood) had been prepared for use.

THE CENTENNIAL YEAR.

1836 was the *Centennial year* of the "Ancient Borough." An hundred long and eventful years had been consigned to oblivion, but the old town still flourished. Mr. Forrest has truthfully said that "War pestilence, storm, flood and fire had done their work of desolation, and the Borough had shared largely in the calamities of the Revolution. Once in ruins, she had nobly risen again, and with increasing strength and beauty had already taken a respectable stand among the towns of the Atlantic Coast. Many a severe blow had been leveled at her prosperity; but all seemed willing on this Centennial occasion, to acknowledge that she had bravely and successfully contended with every difficulty, and agreeably to the views of Jefferson and others, was surely, though slowly, rising in the scale of commercial importance."

At sunrise, September 15th, a salute of twenty-six guns was fired, and the Church bells rang for divine services. Later, a grand military and civic parade was formed, and the entire day was spent honoring the anniversary day.

In October following, the first Presbyterian Church was completed. It was dedicated on Sunday, November 20th, by Rev. Doctor Wm. S. Plummer.

On the night of March 12th, 1837, another fire accurred on East side of Market Square, near Main street, which destroyed seven large brick stores. After this fire, Newton's Row was built on the grounds.

On the 19th April of this year, Louis Napoleon, Emperor of France,

arrived in Norfolk, and was royally entertained. On the same day, French's Hotel, (now the National) was opened, and the Emperor and his *suite* were the first guests therein entertained.

In 1838, the population of Norfolk was about ten thousand souls; the value of the houses in the city that year was, according to the Commissioner's books, $2,704,430.

November 12th, of this year a commercial convention was held here, which was presided over by Jno. Tyler, Esq., then Governor of the State. The convention was held in the interest of direct trade, agriculture and internal improvements.

In 1839, "the cove which extended east from Bank street, nearly to the southern terminus of Cumberland street, was filled up, enclosed, ornamented with shade trees, and denominated the "Public Square."

On the 25th of May, 1840, the corner stone of the Norfolk Academy was laid (now used as the Norfolk Library.) "It is of the Grecian-Doric order, the model having been copied from the Temple of Theseus, at Athens." The plan was drawn by a Philadelphia architect named Walter, and the building was directed by C. Hall, Esq., a prominent book merchant in this city.

The population of the town in 1840 was nearly 11,000; that of the county, to-wit: whites, 11,280; slaves, 7,845; free colored persons, 1,967—total (of county), 21,092.

On the 19th of November of this year, the Whigs of the Borough had a grand jollification and illumination in honor of the election of Wm. Henry Harrison as President of the United States. The glory of the Whigs did not last long, for just one month from the date of his inauguration as President, the good old "hero of Tippacanoe" died, and was succeeded by John Tyler (Vice-President), who afterwards allied himself with the Democratic party—however, Tyler was a good man and his official acts were acceptable to all parties.

June 2d, 1842, twenty-five houses were destroyed by fire, on Little Water street, Holt's and Woodside's lanes. One person was killed and several wounded by the falling of walls. July 10th, the new Catholic Church was dedicated, with Rev. Father A. L. Hitselberger as its pastor.

In March, 1843, twelve houses were destroyed by fire on Little Water (now Elizabeth) street. June 24th, W. D. Delany, Esq., was elected Mayor of the Borough.

On the 24th of April, 1844, Hon. Henry Clay arrived in Norfolk and was tendered a public reception. The military, consisting of the Light Artillery Blues, under Captain R. W. Bowden; the Junior Volunteers, Captain F. F. Ferguson; the Norfolk Riflemen, Captain Dunstan, and the Virginia Guards, Captain L. W. Williams, paraded in grand procession. The Blues fired a salute of twenty-six guns. Mr. Clay was the guest of our present esteemed, aged citizen, Col. Myer Myers, who resides in his same old residence, corner of Bank and Freemason streets.

The *Evening Courier*, the first penny paper ever published in Norfolk, made its appearance July 29th, 1844—Wm. C. Shields, proprietor. In 1851 its name was changed to the *Daily Courier*, and it became neutral in politics.

NORFOLK A CITY.

By special Act of Assembly, Norfolk became a city on the 13th of February, 1845, and her charter was very materially changed, to-wit: the Council was divided into two bodies (as it is now), Common and Select. The Councils to consist of thirty-seven *freeholders*, elected every three years, and they to elect all city officers (except the Mayor and Sergeant) annually—choosing from their own bodies one Recorder. The Mayor and Sergeant to be elected triennially, by the qualified voters. These are only a few of the amendments to the charter. It has often been amended since, and now (1877) all the City Officers (except the Clerk of the Courts—six years' term) are elected every two years by the *voters* and *any* qualified voter is entitled to hold office—if he can get himself elected to it, and there's the rub.

From the time that the Borough became a city, it began to improve rapidly and had it not been retarded in its growth by unwise legislation (of both State and General Governments), the ravages of the yellow fever (1855) and the late civil war between the States (1861-2-3-4-5) it would now be nearly as large as Richmond. But we will not dwell upon this subject. Let us return to the special and important events that transpired after it was dignified by the new title of A City.

By the Commissioner's books for the year ending February 1st, 1846, it will be seen that the value of real estate in the city increased over the previous year, $122,048, which shows how rapidly the place was growing.

On the 6th of March, 1845, the MethodistProtestant Church, on Fenchurch street, (formerly a theatre) was destroyed by fire.

In December, 1846, the Mexican war question excited the people of this city, and a company of volunteers was raised; and on the 26th of the month, O. E. Edwards, Esq., was elected Captain of it. In January following, this Company offered its services to the Government, and served with distinction during the entire war.

January 16th, 1847, another fire occurred on the south-side of Main street, next the east side of Market square, which destroyed about $75,000 worth of property.

On the 10th of March, 1847, Rev. Upton Beall, then the pastor of Christ Church, departed this life, and another saint was added to the Kingdom of Glory.

On the 15th of May, the first number of the *Virginia Temperance Advocate* was issued—"a weekly paper, devoted to temperance, morality, literature, health, &c.," edited by Mr. W. S. Forrest, the gifted author of Forrest's Sketches of Norfolk, and who, at present, is one of our useful and highly esteemed citizens.

On June 13th, Rev. S. J. P. Anderson was installed as pastor of the First Presbyterian Church. On July 10th, Rev. Geo. D. Cummins (successor of Rev. Upton Beall) preached his first sermon as the Rector of Christ (Episcopal) Church. On the 24th of July, the U. S. ship Pennsylvania left the Navy Yard and anchored off Smith's Point. This was the largest ship in our Navy, and cost $800,000. She was built at Philadelphia, and the only voyage she ever made was from that city to Norfolk. (She was burned when the Confederates evacuated Norfolk

in 1862.) August 5th, Hon. Thos. Newton died, and August 14th our citizens mourned the death of Dr. Moseley, of the medical faculty of Norfolk. August 23d, the corner stone of the City Hall was laid by the Masons, in presence of a large concourse of people. A Masonic address was read by Mr. J. C. McCabe, and Rev. Father Hitselberger, of St. Patrick's (Catholic) Church, the chosen orater of the day, delivered a long, eloquent and patriotic speech, appropriate to the auspicious occasion. On the 27th of November, the *Norfolk Beacon* office and reading room was destroyed by fire.

January 8th, 1848, the first number of the *Southern Argus* was issued by S. T. Sawyer, editor and proprietor. March 2d, the M. E. Church, on Cumberland street, near Cove, was destroyed by fire. June 14th, a fire occured in the lumber yard of Messrs. Ferguson & Milhado —extending to adjacent buildings and destroying nearly $200,000 worth of property. The Mariner's Bethel was destroyed by this fire. August 15th, the corner stone of the Freemason Street Baptist Church was laid by the Masons. During the balance of this year the California fever agitated the people of Virginia, and many citizens of Norfolk left for that far Western clime; some returned, poorer than when they left— others never more saw their loved ones at home.

The Cumberland Street M. E. Church having been rebuilt, it was dedicated Sunday, January 8th, 1849, Rev. John E. Edwards (now of Richmond) pastor. On the fourth Thursday in April of this year, General John S. Millson was elected to Congress from this the (then) First Congressional District. He was a well known and able Democrat at that time. May 17th, the Asiatic cholera broke out in our midst for the first time since 1832, and carried off many valuable citizens. In July of this year—1849—the "Norfolk Female Institute" was established. Dr. Wm. Selden, an eminent physician, aged 77 years, died in the same month. December 8th, Captain Miles King died. He had often been Mayor of the Borough, and Representative in the Legislature, and at one time was the beloved Captain of the Norfolk Blues.

February 14th, 1850, the U. S. steamship Powhatan was launched at the Gosport Navy Yard. "Commodore Sloat and his officers, Captain Farragut and Lieutenant Glisson, threw open their houses on the occasion and displayed a generous and whole-souled hospitality." (The keel of this ship was laid in 1847; she was constructed under the direction of S. T. Hartt, Esq.—then Constructor of the yard—according to the plans and specifications drawn by Francis Grice, Esq.) On the evening of this day, the Mechanics' Hall, on Main street, was first opened for inspection, and was visited by hundreds of persons. On the morning of the 15th, between one and two o'clock, the Avon Theatre was burned to the ground. On the 23d, the Lexington Cadets (V. M. I.) visited Norfolk and remained a few days. Their military evolutions were the admiration of our citizens. April 24th, General Winfield Scott visited Norfolk and was received with a salute fired by the Blues' Battery.

On the 20th of May, 1850, "The Worshipful Court of the City of Norfolk" convened for the first time in the new City Hall. On the

30th the Freemason Street Baptist Church was dedicated—Rev. Dr. Fuller of Baltimore, (died in the fall of 1876) preaching the dedicatory sermon. Rev. Tiberius G. Jones was installed as pastor. July 10th our people mourned the death of General Z. Taylor, President of the United States. Flags floated at half-mast, bells were tolled and business was generally suspended. September 26th, Hon. Henry A. Wise, of Accomac county, (died in fall of 1876) delivered an eloquent address to our citizens upon the subject of connecting Norfolk with the interior by railroads and canals.

November 1st, Dr. Francis Mallory, of Elizabeth City county, (a former member of Congress) located in Norfolk as Navy Agent of this station. He was the successor of Geo. Loyall, Esq., who had held the office for thirteen years, during which time he disbursed "more than $14,000,000 of the public money without the loss of *a cent* to the Treasury." November 9th, the Seaboard and Roanoke Railroad was completed as far as Suffolk, and hundreds of our citizens enjoyed an excursion trip to that town. The Granby Street M. E. Church was also completed this month—Rev. D. S. Doggett (now Bishop) was the first pastor of it. The population of Norfolk at that time was 14,320 souls, an increase of 3,400 since 1840.

January 1st, 1851, the first number of a paper called "The Daily News" was issued, T. F. Brotherly and C. H. Beale, editors and proprietors. It was independent in politics at first, but soon espoused the Democratic cause.

April 21st, of this year, two of Norfolk's oldest and most respected citizens died, viz: Commodore James Barron, aged eighty-three years, and Caleb Bonsal, Esq., a book merchant, aged seventy-six. The Commodore was buried on the morning of the 23d, with naval and military honors, and Mr. Bonsal in the afternoon of the same day.

Forrest's History of Norfolk gives a brief synopsis of the public career of the gallant Commodore Barron—including an account of his duel with Commodore Decatur, fought at Bladensburg, near Washington, D. C., March 22d, 1820, in which affair both principals were wounded, Decatur fatally. But the facts concerning this unfortunate meeting are so familiar to our people they need not be recorded here. We will state, however, that the duel was fought with the pistols now in possession of Col. Myer Myers, and which have been used so often upon the "field of honor;" they have gained great notoriety and are very highly prized.

June 24th, Simon S. Stubbs, Esq., was elected Mayor of the city. He was a good man, but not very popular as an officer. On this same day, His Excellency, Millard Fillmore, President of the United States, visited Norfolk and Portsmouth, and was tendered a public reception.

November 4th, Mr. John McPhail, an esteemed citizen and useful Christian, died. November 27th, the Seaboard and Roanoke Railroad was completed to Weldon, N. C., and a large number of our citizens enjoyed an excursion trip over the road.

January 23d, 1852, the Elizabeth River was frozen accross for the first time since 1836. The ice, however, was not thick enough to seriously obstruct navigation. April 8th, Norfolk and vicinity was

visited by a destructive hail storm. May 12th, a large and important meeting was held in Mechanic's Hall, to discuss the question of the proposed railroad from this city to Petersburg. June 29th, our people mourned the death of Henry Clay, and paid honor to the memory of the great statesman. October 25th, Daniel Webster died, and the citizens paid puplic tribute of respect to his memory.

November 14th, Wm. B. Lamb, Esq., died at the ripe age of eighty-nine years. "He was an alderman of the Borough from 1803 to 1810; and Mayor from 1810 to 1815," when he was elected President of the Virginia Bank. November 20th, Dr. Jonathan Cowdery, died, aged eighty-five years. "He was the oldest surgeon and the oldest officer in the U. S. Navy." He was born in Massachusetts, but came to Norfolk to reside about fifty years, previous to his death. November 22d, the Norfolk Democrats had a grand jollification and illumination in honor of their recent victory. In December of this year (1852) a new line of packets was established between Norfolk and New York. On the 10th of this month Norfolk subscribed $200,000 to the stock of the

NORFOLK AND PETERSBURG RAILROAD COMPANY,

upon specified conditions, one of which was this: "if the road is built, there shall be a satisfactory connexion with the Southside Railroad at or near its terminus in Petersburg." (This was, of course, to afford a continuous line of communication between Norfolk and the "Great West," but strange to say, when a bill was proposed in the Legislature to consolidate the Norfolk and Petersburg, Southside, and Virginia and Tennesseee Railroads, making Norfolk the lap into which the products of a vast country, would be poured, some of our citizens opposed the measure. They no doubt see now the folly of their opposition, since the consolidation of these roads, more than doubled the cotton business of the city in about four years after it was consumated).

An able writer, in treating the subject of this proposed road, and of course anticipating its consolidation with other roads, (as effected by the determined will, energy and perseverance of Genl. Wm. Mahone, its first Engineer,) says: "The Norfolk and Petersburg Railroad, when viewed in its proper light, and its important bearing upon the railway economy, not only of our own State but of the whole country, cannot but strike the reflecting mind as one of the most essential lines of intercommunication which is now either in contemplation, or under actual construction, to unlock those rich treasures so much needed to invigorate the commercial enterprise—not only of our seaboard towns, and our own back country, but of the whole South and West, from Memphis on the Mississippi, to Cincinnati on the Ohio. It is the last, but by no means the least link in the grandest scheme of internal improvement ever projected in the United States, forming, as it were, the trunk of a gigantic tree, deriving soil for its nourishment at Hampton Roads, and ramifying with its immensely long branches, portions of Western Virginia, Ohio, Indiana, Illinois, and even Missouri; South Western Virginia, Tennessee, Kentucky, Georgia, Alabama, Mississippi, Louisiana and Arkansas; and it may at no very distant day, thrust one of its topmost

leading limbs even to the Pacific Ocean, while its tap root is insinuating its minute fibres into every European port.

"This road (the contemplated line from Norfolk to Memphis, *via* Petersburg), will be one thousand and thirty miles long—of the same gauge throughout, without break—and with only two regular termini: one being Memphis and the other Norfolk. At Suffolk, it will cross the Seaboard and Roanoke Railroad, and take a northwesterly direction toward Petersburg, and from that point will compare favorably with any other road in the country in point of directness."

[This is only *one* extract from the many able articles written upon the great importance of the proposed road and its multiplicity of connections with the South and West. And yet there were blockheads in our midst, who opposed the great scheme—who could see no good to come from it, and even *now* in 1877, are foolish enough to say that "the Atlantic, Mississippi and Ohio Railroad does Norfolk no good," and that she would "be better off without it." But we congratulate the city upon the fact that the counsels of such stupid asses did not prevail, and Norfolk's great railroad scheme was successfully carried out, and she has reaped the benefits of it. The greatest aim of her people should now be *to hold on to the consolidated line from Norfolk to Bristol; for if it should once be broken, farewell to the best interests of our trade*—some of our people will never appreciate the wisdom of Genl. Wm. Mahone, until such a calamity befalls this great railway line.]

EIGHTEEN HUNDRED AND FIFTY THREE.

On Sunday the 2d of January, 1853, Mr. William Pannell, aged 63 years, departed this life. He was a native of Baltimore, but had been an honored citizen of Norfolk for forty years. He attended Christ Church in the morning and died the same afternoon. His death was a great shock to the community.

January 24th and 25th, Norfolk was charmed with concerts by Ole Bull. Mechanic's Hall was crowded to its fullest capacity and the audiences were delighted. This great violinist was accompanied by Adelina Patti, who was then only eight years old. She was at that early age called the "musical wonder." Madame Strakosch also accompanied Ole Bull.

January 25th, the Steamer William Selden, of the Old Bay Line (chartered in place of the steamer Herald, which was being repaired) made a trip from Baltimore to Norfolk, in ten hours and forty-five minutes, the quickest trip ever made between the two cities up to that time. (We don't believe it has ever been beaten.)

February 22d, the Military of Norfolk, had a grand parade in honor of Washington's anniversary. The Cadets of the Norfolk Academy also paraded and made a very handsome display. Our German fellow citizens gave a grand ball at night in honor of the twenty-second, which was largely attended and well conducted. (That ball will be remembered for years by *some* of the young folks present, for it marked the begining of the earthly happiness of more than one couple.)

February 25th, the Norfolk & Portsmouth *Herald* of this date published a long editorial upon the bad condition of the city, and urged upon the councils in forcible language the importance of thorough

draining. The article particularly complained of the Cove street nuisance, and urged the authorities to act promptly in the matter, and thus protect the health of the community. The article concluded as follows: "Let sickness prevail within the limits of the city to a degree to excite alarm abroad, and our storekeepers may almost as well close their doors."

February 28th, the "Law Greys," a splendid volunteer infantry company of Baltimore, arrived here on a visit to our soldiers, and were received with grand honors. The company numbered about fifty-five men, and was commanded by Captain Richard France. They came here on the steamer Herald, and were received by "The Blues," Captain R. W. Bowden, and "The Juniors," Captain F. F. Ferguson.

The first meeting of the stockholders of the Norfolk and Petersburg Railroad was held in the City Hall the 6th day of April, 1853. Chas. Reid, Esq, was called to the chair, and George Blow, Jr., appointed Secretary. A committee on organization was appointed, and reported that a majority of the stock was represented. The meeting then proceeded to permanently organize the company and establish rules and regulations for its government; after which a President and two Directors were elected. viz: Dr. Francis Mallory, President; George W. Camp and A. F. Leonard, Esqs., Directors.

April 11th, an adjourned meeting of the Railroad Company was held, and the by-laws, rules, regulations, &c., reported by the committee appointed for the purpose, were adopted. The Board of Directors met on the 12th instant, and appointed Mr. William Mahone, of Southampton county, as Chief Engineer of the road, with a salary of $2,500 per annum. Mr. George W. Camp, of Norfolk, was appointed Treasurer, with a salary of $500 per annum. The Board of Directors met again on the 13th instant and elected William T. Harrison and John Tunis, Esqs., as Directors, in place of A. F. Leonard and George W. Camp, resigned.

April 19th. About 200 citizens went to Raleigh to unite with the North Carolinians in "jollifying" over the connection of the Seaboard and Roanoke and the Raleigh and Gaston Railroads. This excursion party was joined here by a delegation from the City Council of Baltimore. The citizens of Raleigh gave a grand banquet in honor of the event, and the Norfolk people returned home full of praise (and "*so forth*") in regard to the splendid time they enjoyed.

May 14th, the Whigs of Norfolk had a "grand rally" meeting preparatory to nominating candidates for the Legislature. Stirring speeches were made by Messrs. L. H. Chandler, Robert E. Taylor and Dr. Francis Mallory.

May 18th, the contracts for building the Custom-House were entered into by the following parties: Messrs. Denby, Ridley and Burnham, of Norfolk, and Mr. Kilpatrick, of Washington, D. C., for the stone work, and Mr. John Holmes, of this city, for the plastering. Messrs. William D. Roberts, Jr., and Isaac M. Smith also entered into contracts for work on the building before Mr. Young, the Government architect.

May 20th, the Democrats held a "grand rally" meeting, and were addressed in a very long and able speech by General John S. Millson

in vindication of his Congressional record and in advocacy of his claims to re-election. (He was opposed for the nomination in that contest by Tim Rives, the "war-horse" of Democracy. Millson, however, secured the nomination and was elected. The Whigs had no regular nominee against him.

June 1st. The new Collector of Customs entered upon his duties to-day. The following Democrats were appointed as Custom-House officials, viz: Aaron Jeffrey, Inspector and Storekeeper; R. Q. Drummond, Samuel L. Lightfoot, Thomas P. Chiesman, W. R. Woodend and Charles H. Whitehurst, Inspectors; Darius J. Hill, Collector's clerk; Joseph Bunkley, Measurer; George M. Lovett, Assistant Inspector; George S. Ferguson, Weigher and Gauger; Joseph Deans, Watchman; C. C. Robinson, Naval Inspector, with Alexander W. Martin as his clerk.

The 4th of July was celebrated here in grand style this year. All the military and fire companies paraded, and many eloquent orations were delivered. The "Old Street Fire Company," from Petersburg, paid a visit to our firemen on this occasion, and many were the "bumpers filled and drunk" to the health of the firemen of the "Cockade City" and the "Cities by the Sea." (It takes old-time firemen to enjoy such occasions.)

July 5th, a difficulty occurred between two young men named Geo. J. Churchward and William Searles, in which the former was stabbed and almost instantly killed. Searles was shot twice by Churchward and was very seriously wounded.

July 9th, the resignation of Rev. Geo. D. Cummins, the pastor Christ Church (for past 6 years), was accepted by the trustees of the church. Mr. Cummins resigned to accept a call from St. James (Episcopal) Church, in Richmond.

November 16th, the first exhibition of the Norfolk Agricultural Society was held. The fair grounds were visited by over six thousand persons, and the city was in a great state of pleasurable excitement. The exhibition continued three days, and was a financial success for the city.

Wednesday, December 21st, Rev. Dr. Chas. Minnegerode arrived in this city to assume charge of Christ Church as its newly elected rector. He preached his first sermon to his new flock on the 25th (Christmas.)

December 26th, the new ferry freight steamer, Princess Anne, Capt. Marshall Parks, arrived here from Wilmington, Delaware. She was purchased by Capt. Parks, as agent for the city, to ply between the Norfolk and Portsmouth railroad depots. She had a railway track on her deck, made of heavy rail, and cars were hauled in and out of the boat at any state of the tide, by a pony engine, placed under deck.

December 29th, the citizens of Norfolk gave a supper at the National Hotel, in honor of visiting members of the Legislature. Among the speakers on the occasion was G. P. R. James, Esq., the British Consul.

December 30th, our young townsman, Virginius Freeman, was promoted from Third Assistant to Second Assistant Engineer in the U. S. Navy—he having passed a good examination before a Board of Engineers in Washington, D. C. (Our friend "Gincey," as he is familiarly called, was again promoted; but when the war came on in 1861, he

resigned his position and tendered his services to the Confederate Government, as did many other patriotic Virginians, and was a gallant defender of the lost cause! He is still a resident of Norfolk, and is still the "same old Gincey.")

EIGHTEEN HUNDRED AND FIFTY-FOUR.

The Norfolk and Portsmouth *Herald* of February 18th, of this year, thus speaks of Norfolk, editorially: "A new spirit has been infused into our people, and through them it has produced a quickening influence upon the City Councils, who have nobly kept the ball in motion and brought about the present salutary change in the condition of the city. The business establishments have nearly doubled in number, within the last seven years. New streets have been opened, paved and partly built up. Elegant public and private edifices, becoming a flourishing commercial city, are to be seen now where recently there were sunken grounds, vacant lots and dilapidated buildings; and still the work of improvement, and preparations to meet the demands of business enterprise, are steadily progressing. In short, wherever we go we are gladdened by the neat, cleanly and thriving aspect of our city, and we are almost ready to exclaim—"Behold a new town and a new people!

"Of the future, our auguries cannot be overstrained. With a back country extending to the Mississippi and all the South, and brought in immediate inter-commercial relations with the flourishing cities at the head of tide-water in Virginia, who can set bounds to the destiny of such a sea-port as Norfolk? Nor is the period of its fulfillment as distant as some may imagine. As her prosperity rolls onward its accumulation will increase until all will be astonished at its rapidity." This was all true enough, no doubt, at the time it was written; but man proposes and God disposes. That writer doubtless felt the force of the old saying that "more frail than frailty itself are man's calculations for the future," when he saw the desolation and prostration of Norfolk, just eighteen months after he had penned the above encouraging editorial—when the terrible fever scourge came to blight the hopes and dim the future of our city.

March 20th, Wm. Wallace Davis, editor of the *Daily Courier*, departed this life. He attended divine service at the Freemason Street Baptist Church the day previous, apparently in good health.

March 30th, a convention of the soldiers who served in the war of 1812, was held in the gun room of the Light Artillery Blues—Chas. H. Shield in the chair, and Chas. A. Grice, Secretary. The convention numbered just *seventy-six* persons, and it was gratifying to witness the social reunion of these old veterans after a forty years' separation at the close of a war in which their patriotism and valor made them renowned.

The Merchants' and Mechanics' Savings Bank was revived this month and started business under favorable auspices, with upwards of seventy stockholders. On Thursday (30th of March) the following Directors were elected, viz: Wm. D. Roberts, Jr., President; Geo. W. Farrant, Dr. Maurice Fitzgibbon, Geo. W. Bluford, Edward Delany, Wm. Johnson, Jr., and John R. Ludlow.

April 5th, Robt. E. Taylor died. He was a fine lawyer and a

distinguished citizen. He always manifested a deep interest in the affairs of Norfolk, and several times represented the city in the State Legislature.

April 13th, the second annual meeting of the stockholders of the Norfolk and Petersburg Railroad Company was held in this city. James M. Smith, Esq., was called to the chair, and interesting reports were read from the President, Dr. F. Mallory, and the Chief Engineer of the road, Wm. Mahone, Esq. Mr. Geo. W. Camp, Secretary and Treasurer of the road, read his financial statement, which was highly satisfactory. Dr. Mallory was re-elected as President, and Messrs. Wm. I. Hardy and Wm. T. Harrison were elected as directors (the other three directors being appointed by the State Board of Public Works). At this meeting the President's salary was raised from $1,500 to $2,000 per annum.

April 26th, the corner-stone of the Methodist Protestant Church was laid by the Masons, according to ancient rites and customs. The Odd Fellows, Rechabites, Sons of Temperance, Masons, volunteer companies and citizens generally, participated in a grand procession on this occasion and beautiful addresses were delivered by L. H. Chandler, Esq., and Rev. John Whitfield, pastor of the church.

April 27th, Peter Brown, Esq., the porter (or runner) of the Farmers' Bank, committed suicide by taking poison. On the next day a young woman of this city (name not known to this writer) attempted to kill herself by taking laudanum, but her life was saved by Dr. Manrice Fitzgibbon, who was at that time one of Norfolk's best physicians. (The Doctor is now one of our enterprising capitalists, and is a public spirited and useful citizen.)

August 1st, the Democrats of Norfolk held a meeting and nominated Hon. Henry A. Wise as their candidate for Governor—subject to the ratification of the State Convention to be holden at Staunton, November 30th.

October 23rd, the Board of Commissioners appointed by the Hustings Court to value the property at the east end of Main and Widewater streets, which has been selected as the site of the Norfolk and Petersburg Railroad Company, reported the assessment at $11,250. The depot buildings are soon to be erected. "Work on the road is progressing rapidly under the skillful management of Chief Engineer Mahone, who is one of the most practical and accomplished business men in this section."

October 25th. This was the Agricultural Fair Week. Large crowds of strangers were present from all parts of the State. The articles on exhibition embraced a great variety. The trotting horses attracted a great deal of attention—a 2:40 trotter at that time was a wonder of the age.

During this month the Democrats of Norfolk (and the county) addressed a letter to Hon. Henry A. Wise, Democratic candidate for Governor, asking him if he was a member of the "Know Nothing" organization. Mr. Wise replied, "No;" he said: "The present state of affairs is not such as to justify the formation, by the people, of any *secret political society*." His letter created much comment, and concluded in the following characteristic style:

"In every character, in every relation, in every sense, with all my head, and all my heart, and all my might, I protest against this secret organization of *Native Americans* and of *Protestants* to proscribe Roman Catholics and naturalized citizens! Now, will *they* proscribe me? That question weighs not a feather with your obedient servant." [This letter effectually broke up the Know Nothing organization, and was the chief cause of Mr. Wise's success over his Whig competitor, Mr. W. L. Goggin, in the Gubernatorial contest.]

October 30th, the city was excited over a balloon ascension by Prof. Ellott. The descent was made on Bell's farm in Princess Anne county, six miles from the city.

November 8th, the Internal Improvement Convention of Virginia, met in this city, in Cumberland Street Baptist Church. Capt. Samuel Watts, of Portsmouth, acted as temporary chairman; prayer was offered by Rev. Mr. Winston, of the Baptist Church; James A. Cowardin, Esq., of Richmond, was appointed temporary Secretary; the Convention being organized, Messrs. Watts and Cowardin were elected as permanent President and Secretary. This convention was in session two days. Some fine speeches were made upon the subject of uniting the waters of the Ohio River and Chesapeake Bay, and upon the establishment of Ocean steamers between Norfolk and European ports.

November 9th, the new steamer Louisiana, Captain G. W. Russell, of the "Old Bay Line," arrived here on her first trip from Baltimore. On Friday, the 10th instant, she made an excursion trip to Old Point and the Capes, carrying a large number of ladies and gentlemen from the two cities and surrounding country. While on this pleasure trip a magnificent silver speaking-trumpet was presented to Captain Russell by his friends of Norfolk and Portsmouth.

November 16th, the Norfolk and Portsmouth *Herald* published an interesting letter written on board the U. S. steamer Powhatan at Victoria, Hong Kong, August 22d, 1854. [The "Old Powhatan" is still in the Service, and at this writing—February, 1877—she is lying at our naval anchorage.]

Sunday, the 10th November, Dr. Joel Martin died. He served 25 years in the United States Navy as a surgeon, and died at the age of sixty-eight, loved and honored in our midst.

Nothing of importance transpired during the balance of this year. The political fever was at a high pitch throughout the State, and the Whigs made a vigorous fight against the Democrats for the State offices. The winter was remarkably cold, and navigation upon the rivers was greatly impeded by ice.

We now arrive at the beginning of 1855—a year that will never be forgotten in Norfolk. We shall not trouble the reader with a synopsis of minor events, but will pass directly to a brief notice of the dire calamity that befel the people in the Summer.

THE YELLOW FEVER.

TERRIBLE CONSEQUENCES OF THE EPIDEMIC IN 1855.

Notwithstanding the fact that Norfolk is one of the healthiest cities in the United States, she was visited by that terrible disease, Yellow Fever, in the Summer of 1855. The dreadful malady was brought to our harbor early in the month of June by the ocean steamship Benjamin Franklin. The first case discovered was that of a workman on board the ship; he afterwards died in Gosport, which is the southern end of Portsmouth. The disease begun to spread rapidly from that moment, and of course was brought to Norfolk.

This writer not being a resident of Norfolk at that time (thanks to God!) can only repeat what others have said and written concerning the great pestilence, and will therefore condense an account from the very interesting work by Mr. W. S. Forrest, entitled "THE GREAT PESTILENCE IN VIRGINIA." After the fever got beyond the control of the health authorities of the two cities, the citizens began to leave town; they fled in all directions "from the frightful scenes of disease, wretchedness and woe—amazed and horror-struck at the ravages of the unsparing agent of destruction." Many escaped, though not a few of the unhappy refugees sickened and died, and found graves in the midst of sympathizing strangers, away from their deserted homes.

"Families that left in one unbroken, fond and cherished circle, earnestly hoping to elude the vigilance of the pursuer, were overtaken and deprived of one or more of the most loved and endeared members. The strongest link in the golden chain of affection, that bound them in close union and held inviolate the sacred family compact, was suddenly severed, and fell, shivered to the ground, and deep and festering wounds were inflicted in many a true and trusting heart, that time can never heal."

It is a well known fact that previous to the arrival of the steamer aforesaid, there was no yellow fever in this section; consequently its presence cannot be attributed to the climate, nor to the sanitary condition of the "Twin Cities by the Sea." It should be remembered that "with the same sanitary laws and regulations, with similar weather, and with far greater apparent local cause of sickness, Norfolk and Portsmouth had long been uniformly healthful—the bills of mortality comparing very favorably with those of other places known and acknowledged to be exceedingly free from epidemic maladies, and fully entitled to their claim to salubrity of climate."

With a feeling of sympathy which will never be forgotten, the people of the neighboring counties, particularly of the Eastern Shore of Virginia, threw open their doors to those of our citizens who fled from the dangers of the dreadful pestilence, and extended them true hospitality and kindness during the continuance of the scourge, which lasted until the frosts of October came. Never since the time of the great fire in 1776 had such a calamity befallen our beloved city, the results of which were felt by our business men for years and years; and by its ravages the hearts of many persons now living were saddened for life with sorrows which Heaven alone can heal.

When the fever was in its worst stage, Norfolk attracted the sympathy of the entire country. Public meetings were held in a majority of the cities of the Union, and money was liberally contributed to the relief of the sufferers. Nurses came from various parts of the land to offer their services to the sick, and many of them lost their lives in the cause of humanity. "On the 16th of August (when the danger was fearful) Miss Annie M. Andrews, a young lady from Syracuse, New York (formerly of Louisiana), arrived here and offered her services to Mayor Hunter Woodis as a nurse. She immediately entered upon her martyr-like labors at the hospital in the true spirit of self-sacrificing, generous and heroic devotion; and hither she was soon followed by others, whose kind attention to the sick and suffering will ever be gratefully remembered." Nurses came principally from the cities of New Orleans, Charleston, Mobile, Savannah, Richmond, New York, Philadelphia and Baltimore.

"The Howard Association, of Norfolk, and the Relief Committee, of Portsmouth, had been fully organized, and had commenced their career of great usefulness. The utility of these timely organizations was strikingly apparent. The citizens of Norfolk were soon falling at the fearful rate of 60, 70, and even 80 per day, and of from 20 to 30 per day in Portsmouth. It was then that some were appalled and chilled with fright, while others were apparently callous, careless and reckless, and went about the work of boxing up and removing the dead, with but little appearance of fear or agitation.

"About the first of September the fever attained its most appalling fury. Long will that period of terror and death be remembered by those who had not fled from the pestilence. Bermuda street was like one great hospital; every house had its sick, or dead! On Brigg's Point, the most eastern portion of the city, the people were dying by the dozen per day, and in a space of considerable width, and extending thence across to the western limits, people of every class were falling like withered leaves shaken by the winds. It was a time of intense excitement and consternation. It was too late to fly! for those who fled as certainly fell as the bird fatally wounded by the fowler's shot. They had gone to Richmond, Petersburg, Hampton and elsewhere; but the venom had entered the blood, and they lay down but to die! Here, there were five hundred cases, and the number of deaths at one time reached eighty in twenty-four hours, in our small remaining population. The corpses accumulated so rapidly that coffins could not be supplied for them. Hearses were driven rapidly out to the grave-yards with two, three and often four at a load, and the coffined dead were piled upon the ground awaiting the opening of the graves and pits, by the insufficent force at work. In that memorable week, four hundred of the citizens of Norfolk were buried!" The work of burying the dead went on hastily and fearfully by day and night. "But the heart shudders at the thought of the appalling scenes that were witnessed during the months of August, September and October. No pen can adequately portray the horrors of that dark period, which, brief as it was, has sufficed to produce an age of misery and woe, unprecedented in the records of similar visitations."

The many sad scenes and incidents of the "fever months of Norfolk," which have already been written and published, and which are so well remembered by a great number of our people, would fill a large volume of interesting reading matter; but this writer does not propose to go into such details, and will conclude his writing upon this sad subject by giving the names of some of the prominent citizens who fell victims to the terrible disease.

Among the thousands of persons who died with the fever, Mr. Forrest particularly mentions the following: Jno. G. H. Hatton, President of the Select Council; Alex, Feret, of the Exchange Bank; Ignatius Higgins, teller of the Virginia Bank; W. E. Cunningham, Senior Editor of the *American Beacon;* Wm. D. Roberts, delegate elect to the Legislature; Richard Gatewood, Jr., of the Norfolk *Beacon;* Wilson B. Sorey, U. S. Deputy Marshal; Bray B. Walters, proprietor of the National Hotel; R. S. Bernard, druggist; Archibald Briggs, an extensive merchant; John Tunis, of the Board of Health; Josiah Wills, an extensive merchant and President of the Virginia Bank; Ex-Mayor Wm. D. Delany; Alex. Galt, postmaster; Wm. B. Ferguson, an extensive merchant and President of the Howard Association; Wm. Reid, a ship-broker; Chas. H. Beale, a former editor of the *Daily News;* Caleb Bonsal, one of the proprietors of extensive flour mills; John D. Gordan, banker; Joseph Murden, of the Exchange Bank; Rev. Wm. M. Jackson, pastor of St. Paul's (Episcopal) Church; Rev. Messrs. A. Dibrell and Wm. Jones, of the Methodist Church; Rev. Wm. C. Bagnall, of the Baptist Church; Rev. Vernon Eskridge (M. E.) chaplain in the navy; and Hunter Woodis, Esq., Mayor of the city.

The following resident physicians died in the discharge of their professional duties—1st, Dr. Richard W. Sylvester; 2d, Dr. Thomas F. Constable; 3d, Dr. George I. Halson; 4th, Dr. R. J. Sylvester; 5th, Dr. Francis L. Higgins; 6th, Dr. Junius A. Briggs; 7th, Dr. Thomas Nash; 8th, Dr. George L. Upshur; 9th, Dr. Richard B. Tunstall; 10th, Dr. Henry Selden.

Of the forty–five physicians who came here from other places to attend the sick, twenty-five died with the fever, to–wit: four from Richmond, seven from Baltimore, four from Philadelphia, one from Sussex county, Va., one from Pennsylvania, two from District of Columbia, three from New York, one from Georgia, one from Tennessee, and one from Alabama.

The following resident physicians were all severely ill with the fever, but recovered: Drs. Wm. Selden, Wm. J. Moore, Robt. B. Tunstall, E. D. Granier, H. M. Nash, G. W. Cowdery, F. S. Campos, Thomas I. Hardy, Robt. H. Gordon, D. M. Wright, V. Friedeman, and D. W. Todd.

Dr. J. J. Simpkins was called to Hampton during the fever to

attend his sister, who was dangerously ill with the disease. He escaped an attack. Dr. Wm. M. Wilson was Health Officer of the city, and was appointed chief physician at the Julapi Hospital, at Lambert's Point, where he labored faithfully. He also escaped an attack, having had the disease in the South in 1852. Dr. Robt. W. Rose also worked faithfully for the sufferers. He had a slight attack of the malady and soon recovered.

One of the most lamentable deaths from the fever in this city was that of His Honor, Hunter Woodis, the Mayor. He was a gentleman of fine talents and culture, a faithful friend, a genial, sociable companion, an able lawyer, and the best of Mayors. He died on the 25th of August of that memorable year, in the very prime of life and usefulness; and around his memory will cluster those feelings of admiration and regret of the people that will make his name immortal in the annals of our history. He was not content with performing the mere duties of his office as the Chief Magistrate of the city during the fever, but was indefatigable in his efforts to afford comfort and relief to the sick and the dying, to the poor and needy. He was everywhere he could see a chance to do good, and when the news was spread that he was prostrated with the disease, the entire community was stricken with new grief; and when his noble spirit had fled to the God who gave it, a darker shade was added to the sombre pall of sorrow that enshrouded the city, and deep were the pangs of regret that saddened the hearts of the people. The shaft of death never struck a brighter mark—Norfolk never mourned the loss of a better friend, a nobler man.

The following ministers took the fever while actively engaged in nursing the sick, and were dangerously ill, but were spared to continue their usefulness: Rev. D. P. Wills, Methodist Episcopal; Rev. Father M. O'Keefe, Catholic; Rev. Dr. George D. Armstrong, Presbyterian; and Rev. Louis Walke, Protestant Episcopal.

A. F. Leonard, Esq., editor of the *Southern Argus*, whose labors among the fever sufferers are well remembered, thus wrote about the scourge after it had abated: "We have seen our lately flourishing mart reduced to the scanty number of 4,000 surviving souls. In the short space of less than ninety days, out of an average population of about 6,000, every man, woman and child (almost without exception) has been stricken with the fell fever, and about 2,000 have been buried, being not less than *two* out of *three* of the whites, and *one* out of *three* of the whole abiding community of Norfolk, white and black. One-half of our physicians who continued here are in the grave, and not less than thirty-six, resident and visitant, have fallen in Norfolk and Portsmouth. But the storm is over, and again our good ship lays her course. Her sails are swelled to

fullness in the crisp October wind, and anon., her flag is given to the breeze, but it floats sadly at half-mast; and the call to quarters reveals that wide havoc has been made in our crew; our deck has been swept by the pestilential billow. All have been disabled, from the quarter deck to the forecastle, and one-half of our white complement will never more greet us with the once-familiar smile."

The helpless dead, in their promiscuous groups, have proved monitors of awe and condemnation to hearts that were callous to other teachings; and deep grief and untold sorrows have worked changes that may in the last day be pleasing to Him who doeth all things well. Thy will, not mine, O! Lord be done; for Thou hast the glory, and the power forever—amen!

EIGHTEEN HUNDRED AND FIFTY-SIX.

Once more our city enters upon a new stage of life. Her citizens have returned to their once deserted homes, and again assume the duties and responsibilities of a fresh career. They shudder when they think of the past six months, and endeavor to shut out from their minds the horrors and sorrows of the past. The future invites them to press on and be encouraged, and their energies are once more revived.

Thursday, January 17th, the employees of the Baltimore Steam Packet Company (of the Norfolk and Baltimore Line), purchased a set of silver as a present to M. N. Falls, Esq., the popular President of the Company. The presentation took place in Baltimore. The employees at this end of the line contributed liberally to the purchase.

Sunday, January 27th, Rev. Mr. Rosser preached a sermon in the Granby Street M. E. Church, upon the occasion of the death of Rev. Anthony Dibrell, late pastor of that church, who fell a martyr in the discharge of his high obligations of duty during the prevalence of the fever epidemic of last year.

March 7th, the *Herald* says; "The ice has at last been broken up the bay, and the *coolness* which has existed for so many weeks between Norfolk and Baltimore is now, we hope, to be set aside for a warm and cordial daily greeting." The Norfolk and Baltimore boats this day resumed their regular trips between the two cities.

March 18th, Right Rev. Bishop Johns preached the funeral of Rev. W. M. Jackson, late pastor of St. Paul's (Episcopal) Church, who died a victim of the fever.

March 21st, the Whigs held a large and enthusiastic meeting in Ashland Hall, to ratify the nomination of Filmore and Donelson, for President and Vice-President of the United States. Speeches were made by A. Judson Crane, Esq., of Richmond, and others.

March 28th, the Norfolk L. A. Blues, 50 strong, under command of Capt. T. J. Corprew, paraded through the streets of Norfolk and Portsmouth, eliciting much admiration.

June 2nd, the new theatre (now the Opera House) was opened under the name of the Norfolk Varieties, by Mr. Henry C. Jarrett, of Baltimore, as the manager and lessee. A large audience was present and the play was greatly admired. Mr. John E. Owens, the talented Baltimore commedian, appeared in the characters of Paul Pry and Horatio Pruggins, and was supported by the following actors, some of whom were very good : T. B. Kemble, D. R. Allen, C. Wentworth, J. Procter and wife, A. F. Blake, P. Bryne, Miss V. Kemble and Mrs. Cappell. Between the two plays, Miss Salome danced a national medly. (This was the first theatrical troupe that played in the city for about three years.)

June 9th, 10th and 11th, Robinson & Eldred's circus and menagerie performed here to the great delight of the little folks and darkies.

June 12th, Mr. James E. Murdoch, the eminent tragedian, appeared at the Theatre in the character of Alfred Evelyn, in the play called "Money." Mr. John E. Owens assumed the amusing part of "Graves." This was a "gala night" at the theatre. Mr. Murdoch remained one week, and played some of Shakespeare's favorite characters. During the whole of the succeeding week, Mrs. Farren and Mr. J. B. Howe, delighted our play-goers with some very fine acting.

Monday evening, June 23rd, a grand complimentary benefit was tendered to Manager Palmer (of the theatre), and the audience was the largest that had ever assembled in the new building. The play selected for the occasion was Sheridan's brilliant comedy of "School for Scandal." The principal characters were as follows: Charles Surface, Mr. Jas. E. Murdoch ; Sir Peter Teazle, Mr. Geo. Farren; Crabtree, Mr. John E. Owens; Lady Teazle, Mrs. Geo. Farren. (Persons who remember that performance say it was the best ever given in this city.)

July 19th, the community was greatly shocked to learn of the death, this day, of Mr. Americus M. Morse. He was accidentally drowned under the draw bridge, while fishing from a small boat, in company with his friends, Bockover and Land. His funeral was preached in the Granby Street M. E. Church (of which he was a consistent member), Sunday afternoon, the 20th instant, by Rev. D. S. Doggett. This melancholy accident cast a deep gloom over the city.

July 21st, Dr. N. C. Whitehead, an useful and dearly beloved citizen, departed this life, in the 64th year of his age. He was for some time President of the Farmers' Bank ; he acted as Mayor of the city during the fever, upon the decease of the lamented Mayor Woodis, and was ever ready to do a kind act. He was a Ruling Elder in the Presbyterian Church, and was an earnest and exemplary Christian.

August 1st. Rev. Dr. Charles Minnegerode tendered to the Board of Trustees of Christ (Episcopal) Church his resignation as their pastor. He resigned to accept a call to St. Paul's Church in Richmond. (This good man is still the pastor of St. Paul's Church in Richmond, and is likely to continue as such as long as he lives. The people of Norfolk parted with him very reluctantly.)

September. During the past Summer the people of Norfolk were interested in but three public topics, to-wit: the proposed City Water-Works, the new dog law, and politics—each particular topic being at times a subject of excited discussions upon the streets and in private circles. The weather for two months was particularly warm and dry, but the health of the community was unusually good.

September 18th, the Odd Fellows' Hall (on Church street) was formally dedicated in the presence of a very large congregation of citizens and members of the time-honored Order. The dedicatory address was delivered by Rev. Bro. J. C. McCabe, of Baltimore, and it was pronounced a grand and brilliant effort.

September 20. The Norfolk and Portsmouth *Herald* this day hoisted at the head of its editorial columns the Old Line Whig flag, bearing the names of Millard Fillmore and Andrew J. Donelson, the National Whig nominees for President and Vice President of the United States.

September 30th, the celebrated actor Mr. Neafie appeared at our Theatre for the first time. His *debut* was made in the character of Hamlet, Shakspeare's ideal Prince. The house was crowded, and Mr. N. was well appreciated and applauded. He played here nearly two weeks upon this engagement.

October 8th, Dr. E. C. Robinson was elected Captain of the Norfolk Junior Volunteers, *vice* Capt. George G. Garrison, recently resigned.

October 20th, a youth about 15 years of age, named Edgar Beale, accidentally shot himself while gunning. He received prompt and skillful treatment from Drs. Granier and Tunstall, but could not be cured. He died the following day.

November 1st. Just at this time the Old Line Whigs were having a glorious time. "Whig rallies" were the order of the day. The citizens were also making grand preparations for the annual fair of the Seaboard Agricultural Society.

November 11th, the *American* newspaper office was destroyed by fire. Messrs. Bisbie & Hathaway, the proprietors of the paper, estimated their loss at $2,500. They were not insured.

November 12th, the Agricultural Fair was in full blast. A large number of strangers were in the city, and the military and fire companies paraded in full uniform through the principal streets, and the fair grounds.

November 26th, the Democrats had a grand torch-light procession in honor of the election of their candidate, James Buchanan, as President. The Whigs looked upon the scene of rejoicing with sad hearts, and no doubt thought how happy they would be if such demonstrations had been given in honor of Mr. Fillmore's election. [Wonder what would be the condition of the country now, had Mr. Fillmore beaten Mr. Buchanan?]

Monday morning, December 8th, a fire broke out in a frame house on Virginia street, and before the flames could be subdued, they reached St. Patrick's Catholic Church. The firemen worked gallantly, but their efforts were in vain; the entire roof was soon in a blaze, and the beautiful building, one of the finest architectural ornaments of the city, became a mass of ruins! The church had been finished about fourteen years. It was insured for $10,000—all the church property, except the organ and a few valuable paintings, was saved. One of the destroyed paintings represented "the Assumption," and was a present from Adelaide, Queen of France. Another burned painting represented "the Crucifixion," and was presented to the church by Miss Herron.

EIGHTEEN HUNDRED AND FIFTY-SEVEN.

The Great Snow Storm and Freeze.

January 1st, a Corn Exchange was organized in the city and the following officers were elected: President, James Gordon, Jr.; Vice-President, John B. Hardy; Secretary, Solomon Cherry; Treasurer, C. W. Granby; Directors, C. W. Grandy, John B. Hardy, Myer Myers, Alex. Bell, D. D. Simmons, E. T. Hardy, Sol. Cherry and Kader Biggs. A committee was appointed to draft by-laws and to make necessary arrangements for establishing a reading room.

January 6th, Wm. Dey departed this life in the 49th year of his age. He was a highly esteemed, useful and efficient member of this community and a consistent member of the Baptist Church.

January 9th, Peter P. Mayo, one of the oldest members of the Norfolk Bar, departed this life, in the 60th year of his age. On the 10th instant the members of the Bar held a meeting, with Tazewell Taylor, Esq., in the chair, and adopted resolutions of respect to his memory.

January 15th, the Trustees of the Norfolk Academy held a meeting and adopted resolutions of respect to the memory of John S. Gamble, the former Principal of the Academy, who died a short time previous to the above date.

January 17th, a terrible snow-storm begun and continued incessantly for two days. The weather during the storm was the coldest ever experienced by the oldest inhabitants, and the suffering in this section was beyond the description of man. Our rivers were tightly frozen from shore to shore, and wild ducks and geese

actually froze to death upon the ice. This was the beginning of the severest winter that the people of Virginia (and in fact of the whole United States) ever experienced. For the first time since 1836 the people of Norfolk and Portsmouth passed from one city to the other upon the ice in the harbor. During the severe storm on the 18th instant the porch of Colonel Myer Myers' house, fronting on Freemason (corner of Bank), was blown down ; the steeple of the Freemason Street Baptist Church received such injuries as to cause serious alarm from residents of its vicinity ; the tin roofs of the City Hall and Odd Fellows' Hall were ripped from their places and blown into the streets, and many chimneys in various parts of the town were tumbled to the ground.

January 22d, the city ferry steamer " Hunter Woodis " succeeded in forcing a passage through the ice from this city to Portsmouth.

January 25th, the weather was the coldest of the season, and navigation in the harbor was completely stopped. The ice over the deepest water between here and Portsmouth was ascertained to be eight inches thick by actual measurement. Passengers from New York by the steamer Roanoke, Captain Skinner, came from Old Point to Norfolk on the ice. The lady passengers were drawn upon a sleigh. During this freeze the distance (in a direct line) from the ferry wharf at the foot of Market square to the ferry dock in Portsmouth, at the foot of High street, was measured and found to be exactly *twelve hundred and sixty-one yards and two feet*— nearly three-quarters of a mile.

January 26th, two gentlemen embarked upon the ice at Stone Bridge in a one-horse sleigh, and drove all around the vessels at the naval anchorage.

January 28th, the weather had moderated considerably, and a passage way was cut through the ice for the ferry-boats to run to Portsmouth. The weather continued to grow milder after this until this ice blockade was raised between here and Hampton Roads.

March 24th, the corner-stone of the new Catholic Church (St. Mary's) was laid at the corner of Holt and Chapel streets, Bishop McGill, of Richmond, performing the accustomed ceremonies, assisted by Father Mathew O'Keefe, pastor of the church in this city, and Father Plunkett, of the Portsmouth church.

April 9th, the third annual meeting of the stockholders of the Norfolk and Petersburg Railroad was held, when Dr. Francis Mallory was unanimously re-elected as President, and Messrs. William T. Harrison and John E. Doyle were elected as Directors. The President and Chief Engineer submitted their annual reports, which showed that the work on the road was progressing rapidly and satisfactorily. The *Herald* of the 10th of April said : " The report of Chief Engineer Mahone was a luminous and able docu-

ment; not only valuable and interesting for the volume of information it contained, but highly creditable as a composition."

April 17th, the Atlantic Flour Mill was destroyed by fire. Dr. N. C. Skinner, its *sole* proprietor, estimated the cost of the building, machinery, &c., at $40,000. The property was insured for only $20,000.

June 8th, Alexander A. Martin, aged 69 years, departed this life. He was an upright citizen, and a faithful Christian of the Methodist persuasion.

June 24th, there was much excitement in the city over the municipal election. The Whigs and Democrats each had a full ticket in the field, and the contest was stubborn and close. Victory perched upon the Whig banner, and that party was once more happy and contented.

October the 3rd, of this year, the Norfolk *Day Book*, "a strictly Neutral Daily Evening penny Paper," was first issued to the public —John R. Hathaway, editor and proprietor, and Thomas O. Wise, publisher.

November 13th, the stockholders of the Albemarle and Chesapeake Canal Company, met at their office in this city, and elected the following officers: Marshall Parks, Esq., President. *Directors*, B. T. Simmons, of North Carolina; Thos. V. Webb, of Virginia; James Gordon, of Virginia; Addison M. Burt, of New York; J. Cary Weston, of Virginia; L. H. Chandler, of Virginia.

At a meeting of the Seaboard Agricultural Society, held on the 12th November, Joseph T. Granbury, of Perquimons county, N. C., was elected President; Messrs. George W. Camp and G. F. Anderson, Secretaries, and John E. Doyle, Esq., Treasurer; W. H. C. Lovitt, Esq., chairman of Executive Committee.

November 18th, Maggie Mitchell, the actress, made her first appearence before a Norfolk audience, and was received with great delight.

December 1st, Ex–President Franklin Pierce and lady arrived in the city. The following day they visited the United States ships Pennsylvania and Powhatan, when a national salute was fired in honor of the distinguished visit.

December 30th, the new Postoffice at the new Customhouse, was duly christened by Postmaster A. M. Vaughan. December 31st, total number of deaths in the city for the month, 30—19 whites and 11 blacks.

EIGHTEEN HUNDRED AND FIFTY-EIGHT.

January 3rd, a colored woman named Jane Johnson, fell into the river while attempting to get aboard the steamer Jamestown, and came near being drowned. She was saved by her "Sunday hoop skeart," which she said kept her "a swimmin' 'till dat dare gemman (Mr. Roberts, second mate of the steamer) flung me de

line, which I cotch and hilt on to 'tell dey pulled me on de land." Jane was very much frightened, but was loud in her "blessings on hoop skearts."

February 19th, Lieutenant General Winfield Scott, U. S. A., arrived here in the steamer Coffee, Captain McCarrick, from Old Point, and took quarters at the National Hotel. There was no public demonstration made in honor of the distinguished Virginian, as he had to depart for Richmond early the next morning.

February 19th, the rail of the Norfolk and Petersburg Railroad were being laid on the depot grounds on "Bramble's Point," and east end of Wide Water street.

February 21st, the N. L. A. Blues, under command of Captain Thomas J. Corprew, left for Richmond in the steamer Glen Cove, to participate with the Richmond military in honoring the "glorious Twenty-Second" and to attend the inauguration and unveiling of the Washington statue. The Blues were escorted to the boat by the Independent Greys, Captain V. D. Groner. On the morning of the same day (Sunday) the Baltimore City Guards, Captain J. P. Warner, arrived in this city on board the steamer Georgia. They were met by the Norfolk Juniors, Captain E. C. Robinson, and escorted to the Juniors' drill-room, where speeches and refreshments were administered "in broken doses." At 11 o'clock A. M. these two companies attended divine service in a body at the Freemason Street Baptist Church, and then returned to the drill-room and partook of an elegant dinner. At 3 o'clock P. M. the two companies marched to the steamer Georgia and departed for Richmond. The Independent Greys, Captain V. D. Groner, left for Richmond that night on board the steamer Jamestown. Many of our private citizens accompanied the military boys to Richmond on this trip, and they will never forget the great crowd, bustle, confusion, bad weather and inconveniences they encountered on that memorable day. (Whenever this writer looks upon that equestrian statue of Washington he remembers that it was the first time he ever saw a Norfolk soldier in uniform. He also remembers how the ladies of Richmond complimented the Norfolk companies upon their handsome and martial appearance as they marched through the town.

March 5th, the warehouse No. 11 Roanoke square, occupied by J. G. Pollard, and the one No. 13, occupied by Messrs. Jesse Jones & Co., were damaged by fire to the amount of about $15,000. Loss nearly covered by insurance. (This was the fire at which the firemen had such an exciting "free fight.")

March 9th, the snow was over one foot keep and our citizens enjoyed sleigh riding to their hearts' content.

March 18th, the Woodis Riflemen, a new military company, perfected its organization and elected Wm. Lamb, Esq., as Captain. Captain Lamb accepted the honor in a handsome speech.

March 25th, the accomplished actress, Miss Mary Devlin (afterwards married to Edwin Booth, Esq., and died in 1862) appeared at our theatre as Grace Harkaway, in Bouccicault's beautiful comedy of London Assurance. She was supported by the following well known actors from Ford's Holiday Street Theatre, in Baltimore, to wit: Messrs. Charles Bass, J. B. Studley, Jas. Harrison, Stuart Robson, S. E. Browne and that most charming of "Old Ladies," Mrs. Helen Muzzy. Miss Devlin's engagement lasted two weeks, and her audiences were large and fashionable each night. Her reception in London Assurance was a perfect ovation.

March 30th, the Chief Engineer of the Norfolk and Petersburg Railroad announced that freight would be received for transportation to Suffolk and other points between here and there.

April 1st. "For several days past the "Peak Family, of Swiss Bell Ringers," have been delighting the people of Norfolk, with their elegant parlor enterments at Johnson's Hall. Notwithstanding the attractions at the theatre, the Bell Ringers have had full audiences every night during their stay here."

December 29th, the Councils met in joint session and adopted the following resolution, to-wit: "Resolved, That the Finance Committee are hereby authorized to purchase from the Norfolk and Petersburg Railroad Company any number not exceeding five hundred and fifty shares of the guaranteed six per cent. stock of said Company; provided, such purchase can be made by any means not involving increased taxation on the city of Norfolk." This resolution was opposed by Councilmen Belote and Bluford, but was finally adopted by a small majority.

EIGHTEEN HUNDRED AND FIFTY-NINE.

January 4th, Ex-President John Tyler arrived here from his home in Charles City county, and took rooms at the National Hotel.

January 6th, the first boat passed through the Albemarle and Chesapeake Canal. It was the barge Enterprise, from Wilmington, Delaware. She was towed through by the company's steamer Calypso.

January 12th, the remains of the people from Philadelphia, who died here and in Portsmouth with yellow fever in 1855, were taken up and sent to that city for burial. Those who died here were Herman Kierson, M. D.; Thomas Craycroft, student; Thomas W, Handy, druggist; A. J. Thompson, druggist. Those who died in Portsmouth were Dr. Courtland Cole; E. R. Barrett, student; E. P. Miller, druggist; Fred. Murfeldt, cupper and leecher; R. W. Graham, Singleton Mercer, Willian Herson, Mrs. Olive Whittier and Miss Lucy Johnson, nurses. The remains of these noble people were escorted to the steamer by the Howard Association, the Rifiemen, the Masons, Odd Fellows, and a large number of citizens, who joined in the procession in testimony of their grateful

remembrance of those who devoted their energies and gave their lives to the cause of suffering humanity.

Sunday morning, January 30th, the steamer Georgia arrived in our harbor and brought the startling intelligence of the burning of the steamer North Carolina, on the previous day, while on her passage from Baltimore to this city. The unfortunate steamer had 26 passengers on board, all of whom escaped unhurt, save the Rev. Mr. Curtis, a Baptist minister from South Carolina, and Isaac Watters, the colored steward of the boat. The fire occurred about 2 o'clock at night, in one of the upper state-rooms, while the boat was about five miles below the Smith's Point Light-boat. Among the passengers were seven ladies who barely escaped in their night clothes. One of the ladies threw her infant overboard and jumped after it—her husband at once plunged in to save them, and the gallant Captain Henry Fitzgerald, of Norfolk, also went overboard to assist the devoted husband and father in saving the lives of his dear ones, who were drawn into the life-boats almost lifeless, but saved! After Mr. Crapon and his wife and child were safely in the boat, Captain Fitzgerald saw another lady jump into the water, and he also saved her life. This heroic citizen was a passenger on board the boat, and lost everything he had with him. The commander of the boat was Captain James Cannon, who was the last person to leave the scene of conflagration.

Mr. Wm. Denby, Jr., of this city, who was aroused from slumber by the stopping of the steamer, jumped up and hastily awoke his sister, who was sleeping in the next room; they scarcely had time to escape the flames—she having to leave all her clothes except those in which she slept. Mr. Denby succeeded in launching a boat from the hurricane deck, and as soon as it passed the guards, eighteen persons jumped into it. Miss Denby was the last to get in, having courageously waited until her brother was ready to receive her. Mr. Denby was highly complimented for his coolness and presence of mind in that trying time, and to him many persons were indebted for saving their lives.

When the passengers and crew were safely in the boats, they pulled for the Light-boat, where they remained until the steamer Locust Point came along and took them to Old Point, where they embarked on the Georgia and were brought to this port. Rev. Mr. Curtis and the steward, Watters, were supposed to have been burned, as their bodies were never seen again. The steamer was burned to the water's edge, and the total loss sustained by the dreadful disaster was estimated at $85,000—nothing was saved excepted what the passengers bore on their persons.

The list of passengers on the ill-fated North Carolina, was as follows: Dr. J. R. Troup and two daughters, Darian, Ga.; R. H. Northrop, Pioneer Mills, N. C.; Thomas W. Field, Gloucester

Court-house, Va.; E. Clayton and lady, Beaufort, N. C.; R. J. Gregory. Goldsboro, N. C.; J. Lurch (boy), Philadelphia; R. A. Craig, John A. Green and Wm. B. Parks, Baltimore; John A. Boyden, Salisbury, N. C.; Dr. John G. Rieves. Edgecomb County, N. C.; E. H. Lively, Williamsburg, Va.; S. T. Harth, United States Navy; R. Mathews, Boston, Mass.; Peter Adams, Greensboro, N. C.; Mat. W. Aylwin, Portsmouth; D. A. Wicker, Raleigh, N. C.; H. Crapon, wife and child, and Miss Mary A. Bryan, Wilmington, N. C.; Rev. Dr. Curtis, Chester, S. C.; Henry Fitzgerald, Wm. Denby and sister, and Miss Mary Thompson, Norfolk.

The officers and crew of the boat were as follows: James Cannon, Captain; Lloyd B. Parkers, Purser; James Marshall and Thomas J. P. Walker, Mates; Noah Bratt and James Brownley, Engineers; Isaac Williamson, Mail Agent; Edward Chamberlalne, Express Agent; Isaac Watters (colored), Steward; and several colored waiters and laborers—all of whom were saved—exeept Watters.

Upon arriving in our port, the passengers of the North Carolina were supplied with all necessaries, through the kindness and sympathy of the Norfolk and Portsmouth people, and for which, resolutions of thanks were tendered in meeting assembled—thanks were also voted to the officers and crew of the steamer, and to other persons, for their services in saving so many precious lives.

February 11th, the Democrats met in Ashland Hall to ratify the nomination of Hon. John Letcher and Hon. Robert L. Montague for the offices of Governor and Lieutenant Governor of the State. William Lamb, Esq., presided over the meeting, and William E. Foster, Esq., acted as Secretary. The nomination of Hon. John Randolph Tucker, for Attorney General, was also ratified.

February 18th, the (old) Odd Fellows' Hall on Wolfe street (now Washington street), at the head of Avon street, was entirely destroyed by fire. This building was erected in 1828 by William H. Maxwell, Esq., and was arranged for and used for several years as a Lyceum. In 1839 it was purchased by Washington and Lafayette Lodges, I. O. O. F., for the sum of $2,000. This Order spent about $5,000 in improving it, and then insured it for $5,000. At the time it was burned it was used as a Jewish Synagogue and Temperance Hall. Captain Young also taught a school in one of the basement rooms, and all of his books and school fixtures were destroyed. The fire was evidently the work of an incendiary.

February 22d. This anniversary was appropriately observed by our military companies. It was also the first anniversary day of the Woodis Riflemen, Captain William Lamb, and that company gave a grand feast in the Blues' Armory, where a large number of invited guests assembled and enjoyed the festive occasion. Among

the many toasts offered during the evening was the following to "THE LADIES OF NORFOLK:"

"One toast to them is due—
Their virtues and their charms;
Ever dear and true
In peace or war's alarms;
Still admired, whenever seen,
In or *out* of crinoline."

(This sentiment was responded to by our good old friend Colonel George Washington Camp, who was at that time, as he is now, a great admirer of the fair sex).

Sarah Mallory, a colored woman who belonged to the estate of Captain James Gilbert, deceased, died on the 22d instant at the advanced age of one hundred and twenty years—this was known to be her *real* age, and no mistake. She had always been a faithful servant, and died respected and regretted by all who knew her, both white and black. She had the largest funeral procession that ever took place from the Bell Church.

March 8th, Major Robert W. Bowden, one of our esteemed and valuble citizens, departed this life in the 52d year of his age. At the time of his death he was Cashier of the Bank of Virginia in this city. He died at the residence of his brother, W. F. Bowden, Esq., in Prince George connty, near Petersburg, where he had gone to recuperate his failing health. He was a former Captain of the Norfolk Light Artillery Blues, and his remains were buried with military honors, in the presence of a large concourse of sorrowing friends and relatives.

March 14th, Judge Vespasian Ellis, father of our esteemed and talented townsman, W. H. C. Ellis, Esq., departed this life at his residence in Washington.

March 30th, the new steamer Adelaide, of the Old Bay Line, arrived in this harbor to take the place of the lost steamer North Carolina, on the Norfolk and Baltimore route. All the officers of the North Carolina were assigned to duty on her.

Monday evening, October 3d, 1859, a large audience assembled at the Theatre to welcome the third appearance in Norfolk of the talented actors, Mr. and Mrs. D. W. Waller. The play was Hamlet, and the evening's entertainment was delightful. [As we have previously stated, our theatre was first called "The Norfolk Varieties." In 1857 the name was changed to "Odd Fellows' Hall," and when the Wallers commenced the engagement above referred to, the place was advertised for the first time as "The Opera House" —by which name it is now familiarly known.]

Tuesday evening, October 11th, Mr. Frank Chanfrau, the celebrated comedian, commenced an engagement of six nights at the Opera House.

October 18th, the military companies of Norfolk and Portsmouth

offered their services to Gov. Wise, to aid in suppressing the John Brown insurrection at Harper's Ferry, but their services were not needed.

October 23d, Wm. W. Lamb, Esq., was appointed a director of the Norfolk and Petersburg Railroad Company, by the Board of Public Works, *vice* Jno. B. Whitehead, Esq., resigned.

October 31st, "the wonderfully talented Marsh children delighted the people of this city by their very extraordinary theatrical performances.

November 12th. "The fifth annual exhibition of the Seaboard Agricultural Society has been open since the 7th instant, and closes to-day." On the 10th instant a tournament took place at the Fair Grounds. Twenty Knights engaged in the friendly contest. The charge was delivered by L. H. Chandler, Esq. Mr. Geo. K. Goodridge, Knight of Hiawatha, won the first honor, but resigned it to Captain W. H. Morgan, of the Lexington (V. M. I.) Cadets, who crowned Miss Lucy Walters, of this city, as Queen of Love and Beauty.

Mr. R. B. Baylor, Knight of the Silver Star, selected Miss Cowdery, of Norfolk, as First Maid of Honor.

Mr. J. C. Friend, Knight of Petersburg, named Miss Ayres, of Brooklyn, N. Y., as Second Maid of Honor.

Mr. F. E. Goodridge, Knight of the Old Dominion, named Miss Webb, of Portsmouth, as Third Maid of Honor.

November 20th, our esteemed townsman, Col. N. C. King (of King & Toy, druggists) departed this life. He had filled the posts of Colonel of the Fifty-fourth Regiment, Chief Engineer of the Fire Department, and various other offices of trust, with credit to himself and honor to the community.

November 26th, Col. E. C. Robinson (54th Regiment) received a telegraphic dispatch from Gov. Wise, ordering one company of soldiers from this city and one from our sister city of Portsmouth, to Charlestown, Va., near Harper's Ferry, to do duty while the notorious John Brown and his allies were being tried for treason and insurrectionary acts. Accordingly, Col. Robinson ordered the Woodis Riflemen, Captain Wm. Lamb, and the National Grays, of Portsmouth, Captain Deans, to be ready to start for the scene of action. This caused great excitement in the city—particularly among the ladies. The next day (Sunday) the aforesaid companies left on the steamer Louisiana for Baltimore, where they arrived that afternoon. Col. Robinson accompanied his gallant little battalion, and when they arrived in Baltimore he sought Captain Parks, of the Baltimore City Guards, from whom he borrowed overcoats for "the boys," and they proceeded on their journey, arriving at Charlestown on Monday night, the 28th instant. The Riflemen mustered

64 men, rank and file, and the Grays, 59 men—total number of the battalion, 123.

At noon of December 2d, John Brown was hung, and when the news reached Norfolk our people became calm. But the diabolical attempt of the blood thirsty fanatic upon the lives and liberties of the people of Virginia created a spirit of revenge that lasted for years. A martial spirit was aroused in the breasts of our young men, every one of whom wanted to be a soldier. New companies were organized and warlike preparations were made in real earnest. On the 30th of November, a new company called the Washington Light Infantry Guards was organized, and Dr. W. N. McKenney was elected Captain; R. B. Wright, First Lieutenant, and J. F. Wilkins, Second Lieutenant. Lieutenant Wright declined to serve, when Wilkins was promoted, and B. K. Taylor was elected Second Lieutenant. The Southern Guard was organized December 2d in the reading room of the (new) Atlantic Hotel, and the following officers were elected: E. A. Bradford, Captain; H. W. Williamson and R. C. Taylor, Lieutenants; W. H. Taylor, First Sergeant.

December 5th, a grand banquet was given at the new hotel (the Atlantic, then recently built and opened by A. G. Newton, Esq.) by a number of citizens in honor of Mr. Thos. Winans and party from Baltimore, who was then on a visit to this city in his *curious* little pleasure steamer. (This is the little boat that made a trip from Norfolk to Old Point *and back* in one hour and forty minutes.)

December 9th, the community was thrown into the most intense excitement by the announcement that little Virginius Leonard, aged 11 years, and only son of Abram F. Leonard, Esq., editor of the Norfolk *Argus*, had been foully murdered at the National Hotel. "The damnable assassin had stabbed the innocent little boy in the neck, in the broad day light, and left him to die at the very threshold of his parents' door"—said one of the city papers.

December 10th, the Coroner's jury, after examining into the facts connected with the supposed murder of Virginius Leonard, came to the conclusion that the lad "came to his death by the accidental discharge of a gun in his own hands." [There is yet and probably will ever be a mystery connected with the untimely death of this bright and promising child.]

December 20th, the Woodis Riflemen, of this city, and the National Grays, of Portsmouth, arrived home from Charlestown. When they left for home, General Taliaferro (the officer in command at Charlestown) ordered a salute of 15 guns to be fired in honor of the gallant battalion. [The battalion was under command of Captain Wm. Lamb, acting Major. Col. E. C. Robinson returned to his post of duty here, after parting with the two companies at the Relay House, on the Baltimore and Ohio Railroad.

He expected that the remaining companies of his regiment (54th Virginia) would be ordered to the scene of excitement; this occasioned his return to Norfolk.]

EIGHTEEN HUNDRED AND SIXTY.

This year commenced with very cold weather, and on the 5th of January navigation between this city and all the regular communicating ports, except New York, was suspended on account of ice. The Richmond, Baltimore, Washington and Fredericksburg boats were fast frozen in the harbors of those places, while our harbor was perfectly free from ice. The Albemarle and Chesapeake and the Dismal Swamp canals were frozen from end to end.

January 6th, the Boston Line of steamers, between this city, Boston and Providence, was established to run in connection with the Norfolk and Petersburg Railroad, and the steamer S. R. Spaulding started on her first trip from Norfolk to Providence this date, with a good cargo of freight and several passengers.

The financial condition of Norfolk on the first day of this year was as follows, according to the Treasurer's report:

Total receipts for past year		$136,829 23
Total disbursements	$113,964 14	
Cash on hand	22,865 09	136,829 23

CITY DEBT AS FOLLOWS.

Registered stock	$1,113,910 00
Coupon bonds	153,500 00
Bills payable	68,100 00
Total debt	$1,335,510 00

March 20th, the new Market House (the present one) was completed at a cost of $19,000. It is 210 feet long and forty feet wide, and contains seventy-two stalls, which are to be rented annually to the butchers.

March 23d, the Southern Guard (Company F, of the 54th Regiment) paraded yesterday for the first time. Captain E. M. Bradford was in command, and the company made a fine appearance, numbering 54 men, rank and file.

April 12th, the seventh annual meeting of the Norfolk and Petersburg Railroad Company was held in this city. At this meeting it was resolved to consolidate the offices of President and Chief Engineer. William Mahone, Esq,, was then elected President and Chief Engineer by a majority of 923 votes. The official reports read at this meeting showed the road to be in a flourishing condition, considering the great disadvantages under which it had been completed.

April 25th, Opera House theatricals were closed for the season—Joe Jefferson, the popular comedian, having been the chief attraction for several weeks previous. But Robinson & Lake's circus arrived here this date and the young people were all in a good hu-

mor. (Everybody went to the circus in those days, and the performances were better then than they are now.) Each performance for two days and nights was witnessed by a large crowd.

May 2d, the 54th Regiment Virginia Militia was this day disrupted by the withdrawal of several volunteer companies, who formed a new battalion and selected William E. Taylor, Esq., as Major of the same. A committee waited upon Mr. Taylor to ask if he would accept the command, and he replied in the affirmative.

May 4th, James J. Cunningham, a member of the Norfolk Light Artillery Blues, departed this life in the 29th year of his age. He was highly esteemed in the community.

May 7th, Ex-Governor Littleton Waller Tazewell died in the 86th year of his age. A meeting of the Norfolk Bar was held on the 8th instant, when resolutions of respect were adopted in memory of this great and good man. A resolution was also adopted requesting Mr. Hugh Blair Grigsby to write a discourse upon the life and character of Mr. Tazewell, to be read to the Bar at some future day.

May 24th was election day, but there was very little excitement attending it, and everything passed off very quietly. R. H. Baker, Esq., was elected Circuit Judge of the First District without opposition. W. W. Coke Esq., was elected Commonwealth's Attorney of Norfolk, by a majority of 44, over George Blow, Jr., Esq. George W. Steed, Esq., was elected Commissioner of the Revenue without opposition.

During this month (May) there were half a dozen excursions to Lake Drummond, which were highly enjoyed by our citizens and some distinguished visitors from New York and Baltimore. (This Lake has ceased to attract the attention of our people now, and strange to say, for it is a beautiful place.)

May 30, Mr. H. B. Reardon, an old an highly esteemed citizen, died. His death was not a surprise, as he had been in feeble health for some time.

June 4th, the new bell for Christ Church was raised to the tower and placed in position. It was made in West Troy, N. Y., and weighed twelve hundred pounds.

June 5th, the Merchants' and Mechanics' Exchange held its annual meeting. John B. Whitehead, Esq., was elected President, vice Kader Biggs, Esq., who declined a re-election. Upon being notified of his election Mr. Whitehead declined to serve; whereupon, Mr. Biggs was unanimously re-elected, against his will.

June 25th (Monday) was the election day for municipal officers. The Democrats got the inside track for the first time in many years, and defeated some of the Whig nominees. Mr. William W. Lamb (Dem.) was elected Mayor over F. F. Ferguson, Esq., (Whig) by a majority of 130. (The number of votes polled for Mayor was 1,088). The following gentlemen were also elected:

Thomas J. Corprew, Sergeant; R. A. Worrell, Collector; J. Hardy Hendren, Register; John B. Branham, Assessor; William Hawkins, Keeper of Almshouse; Dr. W. M. Wilson, Physician to Almshouse; James M. Steed, Gauger; E. L. Young, Surveyor. During the latter part of the day there was much excitement at the polls, and several fights occurred, resulting in black eyes, bloody noses, bruised heads and many arrests. (We do not think, however, from the accounts given in the papers next day, that the fighting was a party affair. It was caused by whisky, and confined to a certain element known as "election bummers").

June 25th, at night a daring attempt was made to burn Johnson's Hall, on Main street. The incendiary's torch had been applied, but the flames died out before doing any damage. The building and the goods in the stores on the ground floor were insured for about $50,000 at the time.

July 4th was appropriately celebrated by the military. At night there was a grand display of fireworks on the Academy lot. The Norfolk Light-Artillery Blues spent the day in Smithfield as guests of the Smithfield Artillery Company. (Captain Jacob Vickery was Captain of the Blues at that time).

July 11th, a boiler exploded at the marine railway and shipyard of William A. Graves, Esq., which demolished a valuable engine and the building in which it was located. Mr. Graves and four other persons were injured, but not dangerously.

July 14th, W. L. Walters, Esq., died. He had been proprietor of the National Hotel ever since the death of his father in 1855, and was widely known and respected.

July 15th, Governor Letcher and his excellent lady paid a visit to this city and were the recipients of much attention.

July 19th, at 9 o'clock at night, the steamship Pennsylvania, of the Philadelphia, Norfolk and Richmond line, was burned in James river while en route from this city to Richmond. She had seven passengers on board, viz: G. D. Graham, Esq., Mrs. McCleary, Mrs. Deitz and her four children, aged respectively two, four, nine and eleven years. All of Mrs. D.'s children were drowned except the infant, two years of age, by being washed from a raft upon which they had been placed by the officers of the boat. The other passengers and the crew were saved. This unfortunate disaster occasioned much sorrow among our citizens. All the passengers were natives of Philadelphia, but were residents of Richmond, and were returning from a visit to their friends North.

Friday, August the 8th, the steamship Great Eastern—the largest ship in the world—arrived at Hampton Roads from New York, en route for Baltimore (or as near there as she could go). A large number of our citizens went to Old Point to see this "monster of the wave" come in. She anchored between Fort

Calhoun and Fortress Monroe, in fifty feet water. The crowd of persons assembled on the beach at Old Point to witness the arrival was estimated at *ten thousand persons*—people came from all parts of Virginia and North Carolina to see the "big ship." The hotels of Norfolk and Portsmouth, and of Hampton and Old Point, were literally packed with visitors, and yet there were hundreds who could get no place to sleep each night that the ship remained in the Roads. (She remained two nights and days).

August 25th, Hon. Stephen a Douglass arrived here from Baltimore. At night he addressed a large congregation of citizens from the City Hall steps. Mr. Douglass received many courtesies from the people of Norfolk on that occasion.

August 31st, Mr. James A. Taylor, son of Mrs. Ann B. Taylor, departed this life in the 28th year of his age. He was an honored member of Company F, and was loved by a large circle of friends and relatives.

September 3d, one hundred guns were fired by the Whigs in honor of Hon. Wm. L. Goggin, who came here to address the people of Norfolk and Portsmouth in the interests of Bell and Everett, the Whig nominees for President and Vice-President. The political campaign had then been fairly opened, and at different parts of the city could be seen floating in the breeze the flags of "Breckenridge and Lane," "Douglass and Johnson," and "Bell and Everett." [That was the beginning of the ruin that was afterward brought upon the country by the division of the Democratic party.]

September 13th, Benjamin Pollard, Esq., died in the 73d year of his age. He was a native of this city and in his younger days was a successful lawyer. He served as a Lieutenant in the 54th Virginia Regiment during the war of 1812, and his subsequent life was useful and honorable.

September 25th, the Third Battalion of Virginia Volunteers, under command of Major Wm. E. Taylor, paraded for the first time in public and presented a handsome appearance. Lieutenant R. C. Taylor, of Company F, acted as Adjutant.

September 28th, a political meeting was held in Ashland Hall and a large audience was present. It was a joint discussion in which all political parties were interested. During the evening a difficulty occurred between one of the Bell and Everett electors and a Breckenridge elector, which resulted in a fight. Just as the combatants had clinched, General Blow, the Douglass elector for this district, interfered and separated them—thereby gaining for himself credit as a peacemaker between his political opponents. [Had the Douglass men withdrawn their candidates from the contest about that time and thus have united the Democracy, they would have been the greatest peacemakers this country ever had].

The remainder of the year 1860 was spent in continual strife in our midst between party politicians. The whole country became alarmed at the threatening aspect of national affairs. It was well known to the leading men of the country that if the Democratic party was anything like equally divided the large vote of the Northern and Eastern States would surely elect Mr. Lincoln, the Abolition candidate for the Presidency; and this fact occasioned great alarm in the slave States, where the bulk of the people's wealth consisted in negro slaves, which had been inherited from their ancestors, and which they held as personal property under the laws of the land. The people of Norfolk were not behind their Southern brethren in predicting the results which would follow Mr. Lincoln's election, and they worked day and night in the interests of their favorite candidates. There were no abolitionists here—at least none who were bold enough to avow such political sentiments; but the policy of that party had been boldly proclaimed from the rostrum throughout the North and published in the Abolition papers throughout the country, and there was no mistaking it. Mr. Lincoln had accepted their leadership upon a platform which he was in honor bound to stand by and carry out, if elected.

In the face of these important facts the Democrats, unfortunately, could make no compromise between the Douglass and Breckenridge factions of their party—each claimed an unconditional surrender from the other, and thus the gulf between them daily grew wider and wider. A large number of the Whigs in the North were also opposed to slavery, and as soon as they saw the Democrats divided, and knew that Lincoln's chances were good, they deserted the standard of Bell and Everett and joined the abolition ranks, and the whole country knows the sequel. Mr. Lincoln received (solely on account of the split in the Democratic party) a larger number of the electoral votes cast than did either one of his opponents, and was consequently declared elected. Great was the excitement throughout the country, and the extreme Southern men threatened secession. Norfolk gave Bell and Everett, the Whig candidates, a very respectable majority, and Breckenridge got a larger vote in the city than Douglass did.

[The writer must be pardoned for thus referring to political matters; as they have a significance concerning the succeeding pages of this book, and could not well be omitted. The facts alluded to are familiar to a large majority of the people; but there are boys growing up to be men in our midst—boys who are to make names for themselves, and who already give promise of future usefulness and distinction; and when they read these pages they can find enough in the foregoing political preface to interest them in the causes which lead to our unfortunate civil war, and cause them

to seek for information which may prove very valuable to them in time to come].

We now pass to the most eventful year in the history of our country; but will only give a brief synopsis of events that occurred in and around Norfolk, according to the evidence in our possession —and that is very limited.

EIGHTEEN HUNDRED AND SIXTY-ONE.

January 1st, the U. S. brig Dolphin was put out of commission. Her crew was paid off and discharged at this port.

Friday, January 4th, was "fast and prayer day," ordered by President Buchanan. It was very generally observed here. [There was a great deal to pray for at that time.]

January 5th, there was an immense meeting of the citizens held in Ashland Hall to take the necessary steps toward "organizing effectively the military force of the city." Major F. F. Ferguson was called to the chair and Westwood A. Todd, Esq., appointed Secretary. "Attachment to the Union, with *guarantees* of our safety and honor; devotion to Southern rights, and a firm determination to maintain them to the last extremity—by force of arms if necessary"—were the sentiments of all the speakers of the occasion—some of whom were not so "gushing and *rushing*" in their patriotism when the war came on.

On same day Lieutenant R. T. Chapman and Master Thos. B. Mills, resigned their commissions in the U. S. Navy. Both were from Alabama and were attached to the Brooklyn, then at our Navy-yard. [These were the first Navy officers, as far as we can learn, who resigned their positions on account of Southern sympathy.] Lieutenant Pelote, of South Carolina, resigned a few days afterwards, in this port, and tendered his services to his native State. [He was well known in Norfolk, and was afterwards a gallant Confederate soldier, and gave his life to the lost cause!]

January 10th, Company F, Captain Bradford, of the Third Virginia Battalion, was presented with Springfield muskets of the Harper's Ferry make. The muskets cost $8 each and were paid for by our generous and patriotic fellow-citizen, Andrew Sigourney, Esq., who presented them in person.

January 15th, F. F. Ferguson, Esq., late Mayor, was elected Captain of the "Juniors." This was the second time he had been Captain of the same Company.

January 24th, Ashland Hall was filled to overflowing with secession citizens, to nominate a candidate to represent the city in the State Convention. On motion of Captain James E. Barry, Mr. James R. Hubard was elected chairman, and Messrs. W. S. Forrest and William E. Foster appointed secretaries. Mr. W. A. Swank addressed the meeting in favor of sending a man who would certainly vote for secession. Major Thomas J. Corprew was nom-

inated, but declined to serve—whereupon, Mr. James R. Hubard was chosen, and accepted the nomination. (He was regarded as the "very man" for the Secessionists).

January 26th, the Union Conservatives held a meeting, with Thomas C. Tabb, Esq., in the chair, and Mr. David D. Stone as secretary. General George Blow was nominated for the Convention, and accepted the honor in an able speech. This meeting was not half so large as the one held by the "seceders."

February 4th, the election for a delegate to the State Convention took place with the following result in the city, to-wit: Blow, Union candidate, 992; Hubard, Secession candidate, 442. Gen. Blow's majority, 480. [The election for delegates to that Convention was held on the same day throughout the entire State, and a majority of said delegates were elected as Union men. It was also decided by a large majority vote that the *action* of the Convention should be *referred* to the people of the State for their ratification or rejection. The hurried action of Mr. Lincoln, however, in calling for troops from Virginia and other States to coerce South Carolina, caused many of the Union men to change their tactics, and they finally voted for Secession—and the action of the Convention was afterwards ratified by the people at the polls by a very large majority, which plainly proved that Mr. Lincoln's war policy was a death blow to the Union sentiment in Virginia, and partly caused the adoption of the Secession ordinance by her Convention].

February 18th, Jefferson Davis, Esq., was inaugurated at Montgomery, Alabama, as President of the Confederate States of America, and when the telegraph brought the news to Norfolk there was great excitement among the people, and hundreds of (heretofore) Union men openly proclaimed themselves in favor of the "New Southern Republic." [Some of our impatient young men immediately set out for Charleston, S. C., and there joined the Confederate Army].

February 26th, Mayor Lamb received numerous telegrams from Baltimore, in which distressed parents asked him to intercept their sons (minors) who had left home to join the Southern Army. The boys, however, had left here on the early Seaboard and Roanoke train before the telegrams reached the Mayor, and he was utterly powerless to stop them.

March 4th, news was received in the city of Lincoln's inauguration as President, and a synopsis of his address was published in the papers next day. One of our daily papers, the *Day Book*, thus spoke of it: "*Lincoln, the wild, political despot of the West, whose head has been crazed by the doctrines and isms of Horace Greeley, has proclaimed to those who had patience to hope better things of him that they must hope no longer. His inaugural has gone forth to the world—carrying with it the declaration of coercion, fully and expli-*

citly announced. It has told the millions of inhabitants of this country, who hoped for peace from his lips, that they shall have no peace. He proclaims to the South war ! war ! ! war ! ! ! He has exposed his cloven foot plainly and openly to the gaze of all, that they may be no longer deceived ; and we must say that henceforth we can have but little patience with any Southern man who would pretend that there is yet hope." [Up to the time that the inaugural address was delivered, the *Day Book* had been an able and persistent advocate of the Union and of peace measures].

April 2d, a Confederate flag was flung to the breeze from the house-top of a citizen residing on Wolfe (now Washington) street. It was adorned with seven stars arranged in a circle, with "Va." in the centre. [This was the beginning of a new sensation].

April 3d, George W. Steed departed this life. He was for several years the faithful and efficient Commissioner of the Revenue for this city.

April 4th, a large assemblage of citizens was addressed by Hon. Roger A. Pryor at Mechanics' Hall. After the speaking was over the meeting adopted a resolution instructing General Blow (delegate to the Convention) to vote for Secession.

April 8th, the Woodis Riflemen, Captain William Lamb, paraded in a drenching rain to pay the last tribute of respect to their deceased comrade, Henry Holland, who died April 7th, of consumption.

April 10th, the U. S. steamers Pocahontas and Pawnee sailed from the Navy-Yard with sealed orders.

April 11th, a night dispatch was received here stating that the bombardment of Fort Sumter had been commenced, and that Gen. Beauregard had demanded its surrender. This news caused great excitement in the city, and increased the war feeling to "fever heat."

April 12th, some young men from this city sailed down to Craney Island and raised a Confederate flag upon the old block house. It was pulled down by government employees soon after the young men left the Island.

April 15th, the United Artillery Company, under Captain Thos. Kevill, fired fifteen guns from Stone Bridge in honor of the reduction of Fort Sumter. [This Artillery Company was composed of the members of the "old United Fire Company," and was already for duty].

April 17th, Lieutenant James F. Milligan, First Lieutenant in the U. S. Revenue Service, forwarded his resignation to S. P. Chase, Esq., Secretary of the Treasury, at Washington.

April 17th, the "Independent Greys" held a meeting and re-organized their company by electing the following officers: R. C. Taylor, Captain ; W. G. Webb, First Lieutenant, and J. H. Smith, Second Lieutenant.

On the same day Geo. Loyall, Esq., U. S. Navy Agent of this station, sent his resignation to the Naval authorities at Washington.

April 19th, the "Old Dominion State Guard," under the supervision of Colonel Wm. Mahone, held a meeting and re-organized with the following officers: Chas. B. Langley, Captain; W. W. Barnes, C. H. Wilson and B. K. Taylor, Lieutenants, and Oscar E. Edwards, Orderly Sergeant. [General W. B. Taliaferro, of Gloucester county, was stationed here to re-organize the Virginia troops in this section. He was ably assisted in that arduous work by Col. Mahone.]

DESTRUCTION OF THE GOSPORT NAVY-YARD.

On Saturday night, April 20th, 1861, the Gosport Navy-yard was evacuated by the U. S. Government troops. General Taliaferro, commandant of the Virginia militia at this place, made a demand upon Commodore Macauley for a surrender of the Government property at the yard, which was refused—the Commodore assuring General T. that nothing would be removed and no vessel should leave the yard without due notice being given him. This assurance quieted our people for a while; but in a short time it was observed that the hands in the yard were engaged in "cutting down the shears, (which fell across the Germantown), scuttling the vessels, spiking the guns and destroying everything they could lay hands upon."

"At about 8 o'clock P. M. the U. S. gunboat Pawnee, crowded with men, passed up to the Navy-yard. The information of her coming was given by Capt. P. McCarrick, of the steamer Northampton, to the Virginia troops at Fort Norfolk, and was carried to General Taliaferro by M. Glennan, (then a youth); the General, appreciating young Glennan's promptness in delivering the news, at once appointed him as his Orderly. General Taliaferro then gave orders to blockade the channel, and a large number of volunteers proceeded to dismast and load with ballast two schooners lying at Town Point for that purpose, and they were towed down and placed in proper position." At midnight a lurid light shot up from the Yard and it was discovered that the buildings had been fired—also the ships Pennsylvania, Merrimac, Raritan, Columbus, and the brig Dolphin, which were burned to the water's edge.

"The machinery and everything in the work-shops that could be broken was rendered useless. An attempt was also made to blow up the dry dock, but it fortunately failed." It is said that 500 men from the Pawnee aided in this work of destruction. The guns at the yard were spiked with ten-penny nails, but were not much injured by that operation. After destroying all they could, the troops embarked at daylight next morning (April 21st) on board the Cumberland and Pawnee, which steamed down to Fort Monroe. In avoiding the obstructions the Cumberland got aground, but was

soon gotten off with the assistance of the Pawnee and the Boston steamer, S. R. Spaulding. The night previous to the burning of the Navy-yard our troops took possession of Fort Norfolk, where they found an immense quantity of ammunition, but no guns of any importance. The Fort was soon afterwards fortified and presented a bold appearance. [The destruction of the ships at the Yard was a useless piece of work; they could have been saved to the Government as easily as the Cumberland and Pawnee were, but perhaps Commodore Macauley didn't know it—nevertheless, he should have made an effort to save them.]

April 22d, a schooner laden with a cargo of pork, molasses and gunpowder, for the Government vessels on this station, entered the harbor and was taken possession of by the State authorities.

April 23d, General Walter Gwynn took command of the State forces here, vice General Taliaferro transferred, and took quarters in the Custom House. Mr. J. J. Simpkins, U. S. Internal Revenue Collector here, this day resigned his position as such. On same day, the Davis Guard was organized, by the election of the following officers: Edward Dodd, Captain; J. J. Foster and Robert S. Guyot, Lieutenants, and Nicholas Smith, Orderly Sergeant.

April 24th, several companies of infantry arrived here from Richmond, Petersburg, North Carolina and Georgia, to be assigned to duty in this vicinity.

During the warlike preparations that were being made in and around Norfolk in April and May, 1861, our ladies—God bless them—bore themselves like heroes of old. They visited and entertained the soldiers from our sister States in a manner that was truly noble and encouraging. They furnished to the army everything they had to spare that would aid our cause, and manifested a spirit of patriotism and courage that had a telling effect upon the soldiers. On the 25th of April, the Macon Volunteers, from Georgia, held a meeting and "unanimously elected Mrs. John Hipkins, a noble matron of the Old Dominion, as an honorary member of the company, conferring upon her all the rights and privileges of said corps." [The action of the company was published in the daily papers as a compliment to Mrs. H., who had been very kind to this gallant band of Georgians.]

April 28th, the good people of Petersburg, "the gallant Cockade City," presented General Walter Gwynn (our Commanding General) with a magnificent horse, which was duly received and thankfully acknowledged.

May 5th, the remains of the ships burned at the Navy-yard were inspected, and a large force of workmen were employed to reconstruct the same for the use of the Confederates. The sloop-of-war Germantown and the Merrimac were the first repaired.

Previous to the adjournment of the State Convention the following military appointments by Gov. Letcher for our State were duly confirmed, to-wit: Commander-in-Chief of State Forces, Major-General Robert E. Lee; Walter Gwynn, Brigadier-General; Jos. E. Johnston, Brigadier-General; J. Bankhead Magruder, Brigadier General; Phillip St. George Cocke, J. W. Allen, C. Q. Tompkins, and Kenton Harper, Colonels of Volnnteers; R. S. Garnett, Colonel and Assistant Adjutant-General; (the Adjutant-General of the State, Brigadier-General W. H. Richardson, needed no confirmation, as he had held the office for many years, and continued to hold it until his death, which occurred in 1876]; Dr. Chas. Bell Gibson, Surgeon-General; Michael Harman, Quartermaster-General. [These were the officers of the Virginia forces who were appointed while the State Convention was in session. There were many others who held State Commissions—some in Norfolk—whose names are not here published, and who tendered their services to the Confederate Government before Virginia seceded. The names above mentioned were confirmed by the "Secession Convention."]

The Norfolk soldiers read of the appointment of General R. E. Lee as their Commander-in-Chief, and repeatedly asked, "Who is he?" "Where did he come from?" and other such questions—little dreaming that future events would prove him to be "a second Napoleon in the science of war."

During the months of April and May, all the old companies of the city were re-organized and several new ones formed, and they were assigned to our local defences as soon as they reported for duty.

May 11th, Captain Hunter, of the Virginia Navy, General Geo. Blow, Col. H. Robertson, and Capt. Wm. N. McKenney, of this city, went to Fort Monroe with a flag of truce, in the steamer Empire, Lieut. James F. Milligan, commanding. The object of the visit was to carry down the wives of several men who left here on the U. S. steamer Cumberland the night the Navy-yard was burned—and also to demand the return of several negro slaves who had left their owners and were loafing about the Fort. Commodore Pendergrast immediately arrested the said slaves and delivered them up to the gentlemen above named.

THE FIRST BATTLE IN VIRGINIA.

The Norfolk Soldiers Engaged at Sewell's Point.

The "Battle of Sewell's Point" (called *a battle* at that time) was fought on the 19th of May, 1861, and we here give some extracts from a letter written about that engagement by a member of the Norfolk Light-Artillery Blues:

"At 11 o'clock A. M., Sunday, the 19th of May, the detachment of N. L. A. Blues, stationed at this post, (Boush's Bluff) under Lieut. Thomas Nash, Jr., and a detachment of Juniors, under Lieut.

Holmes, received orders to march immediately to Sewell's Point and report there for duty. Upon our arrival we found the Columbus (Ga.) Light Guard, under Captain Colquit, and the Woodis Rifles, just from Ocean View, under Capt. Wm. Lamb. Gen. Gwynn, with his Aid, Major Wm. E. Taylor, was on the ground giving orders. At 4 o'clock P. M. one gun was mounted on its carriage, but not fastened. Two others were at that hour buried in the sand. By 5 o'clock they also were mounted, and one of them fastened. While the work of arranging the guns for action was hastily but steadily progressing, a shot came whizzing from a U. S. Government steamer and struck the battery, throwing the turf some distance in the air.

"All the Battery was now in confusion, but immediate preparation was made to return the fire with the two 32-pounders, and two rifled cannon brought and manned by the Woodis Rifles. Captain Colquit being in command of the forces at this time, called for a Virginian to hoist the Georgian flag (that being on the spot) and Major Wm. E. Taylor, of Norfolk, mounted the ramparts and unfurled it to the breeze in defiance of the enemy, who had initiated the battle. Orders were then given to open fire, and the first gun was discharged by the detachment of Juniors, *Thad Gray* having command of the gun. The Georgians who had worked manfully in mounting the guns (in conjunction with the Juniors, Blues and Rifles) took charge of the other two and fought bravely during the whole engagement."

The Blues were then ordered back to Boush's Bluff, from whence they came, to repel any land attack that might be made by troops from Old Point. The letter continues:

"Every man acted the true soldier, and though our forces only numbered 250 men, every one stood at his post, whether in the battery or out of it, ready to answer the call of his commanding officer. Those present on that occasion will scarcely ever forget the sound of a bomb or the whistle of a ball, and though they cracked the trees and ploughed the ground around us, 'nobody was hurt,' and 'every one remained to tell the tale' of the first battle in this State in defence of our liberties.

"Never was a battery worse prepared for such an engagement. The guns were not in order; not a sight had been placed on them, nor was there time even to think of putting them on, had they been in place, consequently the fire was at random, and very few shots were effective. It is enough for our friends to know that we did all we could under such circumstances, and we are sure it will be satisfactory to them. The soldiers suffered greatly during the night on account of the rain and wind, especially those on guard."

Before day on the morning of May 20th Sewell's Point was again reinforced by the Blues and a portion of the Georgia Regiment from

the Cross-Roads, a Louisiana Regiment, a Petersburg Battalion, and the Richmond Grays, which were sent from Norfolk, "but the Lincolnites did not renew the attack again until the 21st, when they made several ineffectual attempts to silence our batteries."

A Georgia gentleman, upon returning to this city after the fight took place at Sewell's Point, thus wrote to a friend:

"NORFOLK, May 23, 1861.

"I must, in the beginning of this sketch, tell you that I am writing in the room where the British spy was stationed—where Lafayette stopped while in Virginia—where Tom Moore's American poems were composed, including his 'Maid of the Dismal Swamp'—the chamber where G. P. R. James wrote most of his romances. The table on which I write was the property of Lord Dunmore and used by him as a private writing desk. So you see I have decidedly the advantage of those who do their scribbling on camp stools. I am indebted for this special favor to one of Virginia's most noble ladies, and here I would take occasion to say that Virginia ladies (particularly of Norfolk and Portsmouth) will live long in the memory of the Georgia troops."

* * * * * * * * * * *

"The Monticello, now the Star, lay with her broadside to the battery about three-quarters of a mile off. Our two thirty-two pounders had been mounted, and two rifled cannon peeped through their port-holes; and while the third gun was being 'fixed up,' *Whiz-z-z-z* came a shell, and bursted on our battery near Private Oliver Cleveland, who had gone out in front of one of our guns to shovel away sand. Captain Colquit (of Georgia, afterwards Gen. Colquit, and was killed at Gettysburg,) in command of the forces (consisting of parts of several Virginia companies and the City Light Guard, of Georgia), ordered the men to their posts, and in a few moments the welkin rang with the booming of our guns. The Monticello fired rapidly and bravely, but the most of her shots were wild. Some of them, however, were well directed, bursting in our embrasures, over our heads. and all around us. We learn that she has endeavored to make the impression that she passed the ordeal of our iron hail without injury; but she is *slightly mistaken.* Five holes are in her—the very best indication of which is her dreadful *limping* as she turned her stern to our fire, and hitched on a tug, which carried her off. We have no disposition to deal in falsehoods, and we tell the Monticello that some of her shots were well aimed, and furthermore, that she required heavy corking to save sinking, and that she must have lost many of her men. We hear but six are lost, but when the truth comes. it will be double that number. If the Monticello is not crippled, we cordially invite her back to her old stand, near the buoy in front of our *little sand bank.*

"I wish to make mention of the brave and gallant bearing of Thad. Gray, of one of the Virginia companies (the Norfolk Juniors), during the engagement of Sunday, the 19th. In his bare skin to the waist, he worked like a Trojan—cool and self-possessed, unmoved by the enemy's fire, he worked at his gun like a man and a brave soldier. Some of the men acted very conspicuous parts in the engagement, and deserve especial notice. Sergeant Larin, Privates Mayo and Porter, in the hottest of the fire, took their spades and walked out in full view of the enemy, and at the most exposed points, and shoveled away sand which lay in front of two of the guns, obstructing the effect of their fire, and rendering them useless. Mr. J. Berrian Oliver, one of the most esteemed citizens of Georgia, was once buried in sand by the bursting of a shell in the embrasure of the gun at which he was working. Before the smoke and dust had cleared away, he was at his post unmoved and undaunted. Inexperienced in military life, he has won rich laurels in this, the first battle on Virginia soil. A braver and purer spirit never marched to meet an enemy. Lieutenant Maffit, who commanded one of the guns, acted with a degree of bravery and coolness that would have done credit to an older and more experienced soldier.

" Captain Lamb well sustained the reputation of Virginia's blood and bravery. Captain Colquit, of the City Light Guards, commanding, acted with the most remarkable degree of self-possession, wisdom and bravery, assisting under the thick hail of shell and shot in planting the flag of Georgia upon the ramparts—the beautiful flag presented to the City Light Guards by Miss Ellen Ingraham, of Columbus, one of the most beautiful and lovely daughters of Georgia. Well may she feel proud of that beautiful banner, for it waved in triumph at the second battle of the Confederate States. Major Taylor mounted the ramparts and waved it high in the air as the Monticello moved off."

[We must be pardoned for giving our readers so much about this little affair, as it was the first time our Norfolk soldiers were ever under fire—and it was really the second engagement that occurred in the late unhappy war between the States].

The following article, taken from the Norfolk and Portsmouth *Herald* of the 21st May (1861), will inform the reader who were the *first prisoners of war* from this city:

" *Captured.*—Drs. T. B. Ward and A. T. Bell and Mr. Robert S. Bell, of this city, who were out in a sail-boat on Friday afternoon in the lower harbor, thought that as the wind was fair and the sailing pleasant, they would make for Hampton and take a supper before returning home. In this case, however, they reckoned without their host; for they were soon overhauled by a boat from the Minnesota, and taken to that steamer, where they were treated

as prisoners of war, and sent down into the cock-pit, with the consoling reflection, induced by a conversation between two of the crew, that they were either to be shot or hung at the yard-arm the next morning. Saturday morning came, however, without any such unpleasant occurrence, and they were allowed to return to this city, in their own boat, arriving here in the afternoon."

Tuesday, 27th. At 2 o'clock P. M. a transport passed out; and about 3 o'clock the Quaker City came down the Bay and also passed outside the Capes. When off Cape Henry she landed a boat and sent a marauding party to the shore. They tore down a small tenement at the Lighthouse, broke some oars, and robbed a seine crew of ten or twelve dollars' worth of rope, the property of some Norfolk fishermen.

It may be interesting to many persons in Norfolk to know the topography of Hampton Roads, which may be briefly stated as follows: Hampton Roads is the name given to the broad expanse of water between the mouth of James river and and the entrance into Chesapeake Bay. Newport News Point, on the north side of the river, and Pig Point on the south, at the junction of the Nansemond with the James, may be considered as the mouth of the James. Between these two points the distance is about five miles. Craney Island lies at the mouth of the Elizabeth river, some six or seven miles east of Pig Point. Sewell's Point is about the same distance north of Craney Island. These four points, therefore, form very nearly a parallelogram. Old Point is five miles north of Sewell's Point.

May 28th, General Walter Gywnn left Norfolk to take command of the State forces in North Carolina, having been appointed to the position by Governor Ellis, of the Old North State. General Gwynn was accompanied by his Aide, Colonel Robert R. Collier, who served with him here. [Colonel Collier was a gallant and whole-souled Virginian from Petersburg. He died in that city since the war, loved and honored by all who knew him. He was the father of Hon. Charles F. Collier, member of the Confederate Congress from the Petersburg District]. General Huger succeeded General Gywnn in command of Norfolk.

June 1st (1861), the Confederate States postal laws, stamps and regulations went into effect in this city and in Portsmouth. Notices of the change were published in the daily papers by Aug. M. Vaughan and John K. Cooke, Esqs., postmasters in the respective cities.

Total number of deaths in Norfolk for the month of May, 1861, was 21—whites 11 and blacks 10.

About the first of June in this year, the Norfolk L. A. Blues were regularly mustered into the Army of Virginia, under the following officers: J. Vickery, Captain; John B. Branham, First

Lieutenant; W. T. Peet, Second Lieutenant; W. J. Nimmo, Third Lieutenant; R. B. Banks, Orderly Sergeant. At the beginning of the war (when they first volenteered for duty) the company had 150 members; but as the State law restricted the number to 104, (rank and file), they had to reduce the company to that number; consequently, another Artillery Company was then raised in Norfolk, called the "Norfolk Light Artillery," and was organized with the following officers: Frank Huger, (son of General Huger), Captain; Thos. Nash, First Lieutenant; J. D. Moore, Second Lieutenant; W. J. Parrish, Third Lieutenant; Wm. J. Butt, First Sergeant.

June 4th, the following card was published in the city papers, which showed what our ladies were willing to do for the Lost Cause:

"The ladies of the Episcopal Churches take this opportunity of informing the soldiers who are encamped in and near Norfolk that they will be at Christ Church Lecture Room, on Freemason street, corner of Avon, every morning from 9 to 12 o'clock, to receive any work, either making, washing, or mending clothing."

On the 5th instant some of the Norfolk and Portsmouth soldiers were under fire at Pig Point (the junction of the James and Nansemond rivers). Captain R. B. Pegram (our present esteemed townsman) was in command, and sent the following dispatch to the Flag Officer in this city:

PIG POINT BATTERY, 9 A. M., June 5th, 1861.

To Flag Officer F. Forrest, Norfolk, Va.: Sir—We have just had a smart brush with the Harriet Lane, and drove her off. I think several shots were put into her hull. The engagement lasted about twenty minutes. The Lane commenced the engagement by firing an eleven-inch shell. No casaulties on our side.

Respectfully submitted,

R. B. PEGRAM, Commander, Virginia Navy.

[The Portsmouth Rifles did most of the work in this fight, and were highly complimented by Commander Pegram].

The following spicy letter was written by a Norfolk lady to the *Evening Day Book*, and we cannot refrain from publishing it here. It fully explains itself:

"NORFOLK, June 9, 1861.

"MR. EDITOR—I see by your paper, constant advertisements, 'Attention, Home Guard.' Please, if you possibly can, inform us who they are. Are they the fine silk-stocking gentry who we see on our streets with ratan sticks in their hands and cigars in their mouths, puffing their smoke in ladies faces as they go and return from the stores to purchase for their friends who are in the defence of our beloved city and State a few little necessities? If these are the Home Guard, tell them, Mr. Editor, that their services are

needed in another and better cause. Yes, Mr. Editor, tell them that monkey exhibitions are over, and we require men. If these gentlemen are afraid to shoulder the rifle or musket, tell them we have gallant and brave soldiers to fight our battles. We want them to shoulder the hoe and spade; we need batteries, and who are to build them? Can we expect our gallant soldies to do all the work and fighting, too? Away with your everlasting Home Guard! All fudge. We have plenty of our old fathers and uncles left yet, who number over fifty years, to protect our homes. So, young men, rally to the entrenched camp, and finish what brave and gallants hearts have commenced, and you will meet with more pleasant smiles and happy hearts to welcome you from your work than you will by making yourselves a nuisance in the street. When this war is ended can you say, 'I did my duty?' When time rolls around you can say, 'I assisted to erect that battery; I with many brave hearts routed the enemy here.' Your children say 'my father assisted to defend this battery.' Again let me say, Mr. Editor, to these gentlemen, away! your city, your State, your country calls. Rally to her rescue.

"Home Guard no more. I am a daughter of old Virginia, and with me many brave daughters will guard your homes. Yes, we will die by our husbands, fathers, brothers and devoted sweethearts. So away, young men, to the batteries. Withers, Colston, Mahone, Corprew, Lyon, Lamb and many brave leaders too numerous to mention await you there. Away! I hope no old friend of the ladies will be offended at these lines, for they are not for them, but to young men. MATTIE."

Scarcely a day passed during the early part of June without a "passage at arms" between the Federal gunboats and the Virginia soldiers at Pig Point and Sewell's Point. Yet there were but few persons injured on our side. Frequently the city would be alarmed and excited by the heavy firing heard down the river, and by the arrival of some "very reliable gentleman from the front," with a "cock-and-bull story" of a "terrific battle!" But when the truth was known, "nobody hurt" was the verdict nine times out of ten.

June 12th, General Huger issued an order that all bar-rooms in this city and Portsmouth must be closed at 9 o'clock P. M. Authority for issuing such an order was given to all military Post Commanders in the State, by Governor Letcher; in fact, a Post Commander had authority to forbid the sale of ardent spirits at any time and by any person—"licenses or no licenses".

June 15th, John Southgate, Esq., an aged and well-beloved citizen, departed this life at the ripe age of 88 years. He was a kind, generous, plain, useful man, and many persons now living will cherish his memory with deep gratitude.

On same day Charles Harris, Esq., a patriotic citizen of Norfolk,

contributed fifty dollars to the "fund in aid and support of the mother of Henry L. Wyatt," the brave Confederate soldier who was killed in the battle of Bethel Church, June 10th, 1861. [Wyatt is said to have been the first Confederate soldier killed in battle—he was certainly the first one that was killed in Virginia, if the war records are correct. He was a private in the 1st North Carolina Regiment of Infantry, Colonel D. H. Hill commanding, and was a native of Edgecombe county].

Some time during the early part of this month Colonel J. M. Withers, of the 3d Alabama Volunteers (then stationed in Norfolk), was presented by the people of Petersburg with a splendid horse—the young, thoroughbred racing stallion, known as "Peg Top." This was a valuable gift, and highly prized by the gallant Withers.

June 17th, there were more than one thousand letters advertised in the *Day Book* as remaining in the Norfolk Postoffice—nine-tenths of them were for soldiers stationed in this vicinity.

Notwithstanding the fact that the State Convention passed the Ordinance of Secession on the 17th day of April, it was June 17th before the vote was made public—it was not published in Norfolk until June 19th. As the matter will probably be of interest to many persons who will find time to read this volume, and as it was a matter in which the citizens took such a lively interest while the Convention was in session, we will republish the list of the votes upon that very important question, to-wit:

THE VOTE UPON THE VIRGINIA ORDINANCE OF SECESSION.

The Ordinance of Secession was offered in the Virginia State Convention, by William Ballard Preston, Esq., April 17th, 1861, and was adopted by the following yea and nay vote. Those who voted in the affirmative were:

William M. Ambler, William B. Aston, James Barbour, August R. Blakey, George Blow, Jr., James Boisseau, Peter B. Borst, Wood Bouldin, William W. Boyd, Thomas Branch, James C. Bruce, Frederick M. Cabell, John A. Campbell, Allen T. Caperton, William P. Cecil, John R. Chambliss, Manlius Chapman, Samuel A. Coffman, Raphael M. Cohn, James H. Cox, Richard H. Cox, John Critcher, Harvey Deskins, James B. Dorman, John Echols, Miers W. Fisher, Thomas S. Flournoy, William W. Forbes, Napoleon B. French, Samuel M. Garland, H. L. Gillepsie, Samuel L. Graham, Fendall Gregory, Jr., William L. Goggin, John Goode, Jr., Thomas F. Goode, F. L. Hale, Cyprus Hall, L. S. Hall, Lewis E. Harvie, James P. Holcombe, John N. Hughes, Eppa Hutton, Lewis D. Isbell, Marmaduke Johnson, Peter C. Johnston, Robert C. Kent, John J. Kindred, James Lawson, Walter D. Leake, William H. Macfarland, Charles K. Mallory, John L. Marye, Sr., Fleming B. Miller, Horatio G. Moffet, Robert L. Montague, Edmund T. Morris, Jeremiah Morton, William J. Neblett, Johnson Orrick, William G. Parks, William Ballard Preston, George W. Randolph, George W. Richardson, Timothy Rives, Robert E. Scott, William C. Scott, John T. Sewell, James W. Sheffey, Charles R. Slaughter, Valentine W. Southall, John M. Speed, Samuel G. Staples, James M. Strange, William T. Sutherlin, George P. Tayloe, John T. Thornton, William M. Tredway, Robert H. Turner, Franklin P. Turner, John Tyler, Edward Waller, Robert H. Whitfield, Samuel C. Williams, Henry A. Wise, Samuel Woods, Benjamin F. Wysor—88.

Those who voted in the negative were:

John Janney, President; Edward M. Armstrong, John B. Baldwin, George Baylor, George W. Berlin, Caleb Bogges, George W. Brent, William G. Brown, John S. Burdett, James Burley, Benjamin W. Byrne, John S. Carlile, John A. Carter, Sherrard Clemens, C. B. Conrad, R. Y. Conrad, James H. Couch, W. H. B. Custis, Marshall M. Dent, William H. Dulaney, Jubal A. Early, Colbert C. Fugate, Peyton Gravely, Algernon S. Gray, Ephraim B. Hall, Allen C. Hammond, Alpheus F. Haymond, James W. Hoge, J. G. Holladay, Chester O. Hubbard, George W. Hull, John J. Jackson, John F. Lewis, William McComas, James C. McGraw, James Marshall, Henry A. Masters, Samuel McD. Moore, Hugh M. Nelson, Logan Osborn, Spicer Patrick, Edmund Pendleton, George McC. Porter, Samuel Price, David Pugh, John D. Sharp, Thomas Sitlington, Burwell Spurlock, Alexander H. H. Stuart, Chatman J. Stuart, George W. Summers, Campbell Marr, William White, Williams C. Wickham, W. T. Willey—55.

At fifteen minutes past four o'clock the President (Mr. Montague in the chair) announced the result of the vote, and declared the passage of the ordinance.

Subsequently, the following members changed their votes from the negative to the affirmative:

Williams C. Wickham, Alpheus F. Haymond, George W. Berlin, Hugh M. Nelson, Algernon S. Gray, George Baylor, C. B. Conrad, Allen C. Hammond, Colbert C. Fugate—9.

The following members, who were absent when the vote was taken, asked and obtained leave to record their votes in the affirmative:

John R. Kilby, Addison Hall, John Q. Marr, Robert E. Grant, Alfred M. Barbour, Paul McNeil.

Messrs. Thomas Martin and Peter Saunders were absent on account of sickness when the vote was taken, and were not, subsequently, present.

The Norfolk delegate, General George Blow, Jr., voted for the Ordinance, and the Portsmouth delegate, Mr. J. G. Holladay, voted against it. [The above list is taken from the Richmond *Whig* of June 17th, 1861].

June 17th, Hon. Howell Cobb, of Georgia, arrived in this city and stopped at the Atlantic Hotel. He came to visit his two sons who were on duty here with the Georgia soldiers.

June 19th, a melancholy accident occurred at the Navy Yard, to wit:

Mr. David Williams descended to the bottom of the river by means of a diving apparatus, to stop the holes by which the sloop-of-war Plymouth, had been scuttled in April; while thus engaged it appears that the cap connected with the diving bell separated, and he was drowned before the usual time of making the signal to draw him up. It became necessary then to pull him up with grappling irons, and when raised to the surface of the water, it was found that life was entirely extint. He was a reputable and industrious man, and left a wife and three children.

The following card appeared in the city papers June 22nd: "The 'Tuskegee Light Infantry,' 3rd Regiment Alabama Volunteers, return their most grateful thanks to Mrs. W. H. Broughton,

Miss E. P. Nash and other Norfolk ladies for the service which they have performed in the making up of the company's uniforms. Such acts upon the part of comparative strangers indicate the kindness of heart, as well as the spirit of disinterested patriotism which characterize the fair daughters of Virginia. Although in a distant land, and far removed from the overwatching care of our own loved mothers and sisters, we are yet made to feel that their places have been supplied.

"We can never forget such kindness, and trust that our conduct will ever merit their consideration."

June 24th, the following municipal officers were duly elected:

Mayor, William W. Lamb; Register, J. Hardy Hendren; City Collector, F. F. Ferguson; Commissoner of Revenue, John B. Branham; Assessor, T. G. Broughton, Jr.; City Attorney, W. T. Hendren; Street Inspector, R. B. Wright; Gauger of Liquors, James M. Steed; City Surveyor, Edward L. Young; Clerk of Market, Eli Cuthriel; Physician to Almshouse, Dr. Jas. D. Galt; Keeper of Almshouse, Wm. Hawkins; Weigher of Hay, Joseph Bunkley; Scaler of Weights and Measures, Thos. R. Lee; Keeper of Magazine, W. H. C. Cheshire; First Wood Measurer, W. B. Deggs; Second Wood Measurer, John Banks, Sr.; Captain of City Watch, Elias Guy; Lieutenant of City Watch, David B. Dyer; Constables, George W. Glenn, R. L. Nelson, Calvin Bell, Larkin Davis, Miles S. Cox, Peter Moore.

The following is from the Norfolk *Herald*, of June 25th, 1861: "The Lee Guerillas have resolved themselves into an Artillery Company, called the Lee Artillery, in honor of our esteemed Commander-in-Chief, Gen. Lee. Only ten more are needed to make up the requisite number and they hope to be mustered into service on Sunday morning next. The commany is under the command of Capt. Jas. Y. Leigh of this city. Their headquarters have been established at the Blues' Armory, on Talbot street, which is open from 9 A. M. to 6 P. M., daily."

June 27th, Col. J. B. Magruder received his Commission as Brigadier General in the Confederate States Army, from President Jefferson Davis. The news was joyfully received by the soldiers here.

June 28th, Captain Wm. Morris Armstrong, of the United States Navy, died at his residence on Bute Street, in the 64th year of his age. He entered the Naval Service as a Midshipman in 1814.

During this month the Federal forces at Old Point and Newport's News, were estimated at 25,000, with Major General Benjamin F. Butler (more appropriately called, and better known as "Beast Butler") in command. The Old Bay Line of Steamers ran regularly between Old Point and Baltimore, carrying to and fro

large cargoes of freight and many passengers, which paid the line very handsomely.

June 29th, the Norfolk *Herald* contained the following: "We were shown yesterday a twelve pound conical ball which was recently fired from the United States Steamer Quaker City, at the residence of Jas. S. Garrison, Sr., near Lynhaven. It is a singular looking projectile—in shape resembles somewhat the dome of the City Hall. It has a very dangerous appearance, but nobody as yet has been hurt by any of the missiles." Also the following: "Gen. Butler recently sent word to Gen. Magruder that he hoped the war would be conducted on principles of civilized warfare, and Gen. M. replied, I have burried your dead and taken care of your wounded in sight of the houses of widows and orphans whom you have driven forth and whose property you have destroyed."

All persons temporarily residing in Norfolk or its vicinity, who were from places inside the Federal lines and wished to return to their homes, were promptly sent to Fortress Monroe under flag of truce, upon applying to the proper authorities. But the same courtesy was not extended to Southern people by *some* of the Federal authorities, as the the following incident will plainly prove:

A married daughter of our townsman, Capt. Guy, with her children, happened to be in a Northern town when the war broke out; and it was not until about the middle of June, and after being put to great trouble, risk and expense, that she obtained a permit to return home, and she took the route via Baltimore and Fort Monroe, rejoicing in the expectation of soon seeing and embracing once more her kindred and friends. But on her arrival at Fort Monroe her passport was disregarded, and she was ordered to return in the boat to Baltimore, being positively forbidden to land on her own shores; and she and her little ones were thus left to find their way by some other route, as best they might. [The above is a well authenticated fact.]

July 4th, a large crowd of persons, including many Norfolk ladies, assembled at Camp Talbot (near the city) to witness the presentation of a beautiful flag to the "Lynchburg Beauregards." The flag was presented by Wm. S. Reid, Esq., (of the Beauregards) in behalf of Miss Oriana McDaniel (the fair donor), daughter of Col. Jno. Robin McDaniel, of Lynchburg—one of Virginia's most honored sons. [Col. McD. was among the first enprising citizens who were instrumental in establishing *direct* trade between Virginia and Europe].

On the same day, a beautiful flag was presented Company F., of Norfolk, by the lady friends of that Company. The presentation took place at Craney Island, where the Company was then stationed. Mayor Lamb delivered the flag with appropriate remarks, which were happily responded to by "high private" Thomas, of the Co.

Tuesday, July 9th, the troops in and around Norfolk (particularly those from the Old North State) were deeply grieved to learn of the death of His Excellency, Jno. W. Ellis, Governor of North Carolina, which sad event occurred the 7th inst., at the Red Sulphur Springs in this State.

During the early part of this month a "harbor police" was organized to cruise about the harbor. The *Day Book* of July 11th, contained the following item: "We understand some of the 'faithful' of Old Abe's followers hereabouts, have been puzzling their wits how to get information to the enemy, until they have hit upon the plan of acting as fishermen, and while down the river for that purpose, they avail of the opportunity of earning a little of Abe's secret service money, by contriving dispatches to his fleet in the Roads, by means of putting such little favors as they may have in a bottle, setting it adrift on the proper tide to be floated down. They put a little flag or signal in the cork so as to attract the attention of the enemy who cruise about the Roads in pursuit of these dispatches. Captain John Young, of the Harbor Police, however has put a quietus on this amusement, as his operations in the river and Roads will intercept all such dispatches."

A correspondent writing to a Virginia paper during this month, under the caption, "ANOTHER NORFOLK BOY," says: "Captain Virginius D. Groner, of Norfolk, now attached to the War Department, at Richmond, took an early stand for Southern honor and independence, and left his Mother State to wield a sword in defence of her beleagured sisters. His gallant devotion to our cause has already found favor among his leaders in a strange land, and the confidence thus won will be sure to bring a yet higher reward. When loyalty to the South was first proclaimed as 'treason to the Union,' *he* took the name of 'traitor,' and proved his readiness to brave the penalty," &c.

July 11th, minute guns were fired by the North Carolina Navy Steamers in our harbor in respect to the memory of the late Gov. Jno. W. Ellis.

July 12th, a difficulty occurred on Main Street between some Alabama and Virginia soldiers, during which, Messrs. Charles Reynolds and Jessee Knight, of the Norfolk Junior's, were shot and painfully wounded. The affair was deeply regretted.

July 15th, Captain James Barron Hope (now the accomplished Editor of the Norfolk *Landmark*) was appointed Secretary to the Commandant of the Norfolk Navy Yard.

During this month a N. C. Battery, posted at Hatteras Inlet was attacked by Federal gun-boats, and it is said that the first shot from the battery was fired by Lieut. Mathew Fatherly, a native of Norfolk, then a member of an Elizabeth City, (N. C.) Company. [This was the first shot fired from North Carolina soil by Confederates].

Even the little girls of Norfolk were active in their efforts to aid the Southern cause, as the following extract from one of the city papers will show :

"Three patriotic misses of our city, neither of them over twelve years of age, held, recently, a fair for the benefit of the sick soldiers in our midst, the result of which, taking all things into consideration, was very good.

"The amount netted was $17, and has been paid over to the proper person, as the following receipt will show :

"Received from Miss Lelia Cuthrell, Mary Hall and Indy Ashby, $17, for the benefit of the sick, the proceeds of a Fair for the purpose of raising money for the above purpose.

"ROBERT SOUTHGATE, Surgeon in Charge of Hospital.

"Norfolk, July 15th, 1861."

Monday, July 15th, a little boy about 8 years old, son of Mrs. Hickey, residing on Bermuda street, fell from a boat in Newton's creek and was drowned.

July 16th, George D. Parker, Esq., was elected Second Lieutenant of the Harris Guards, 6th Virginia Regiment, Virginia Volunteers. Mr. Parker had been a member of the Woodis Riflemen ever since the war commenced, and had proven his claim to promotion.

July 17th, Captain Robert B. Pegram was transferred from the Pig Point Battery to the Ordnance Department at Gosport Navy-yard.

July 19th, news of the battle of Bull Run (July 18th) was received, and the troops around Norfolk were greatly elated over General Beauregard's success in repelling the attack of the Lincolnites.

July 21st, at night, the following dispatch was received in Norfolk, and caused the greatest excitement and enthusiasm :

"MANASSAS, July 21st, 1861.

"We have won a glorious but dear-bought victory. The night closed with the enemy in full flight, pursued by our troops.

"(Signed) JEFFERSON DAVIS."

This news awakened new courage in our midst, and even the "petticoat dodgers" (the stay-at-home young men) assumed an air of patriotism that made them bold and war-like.

July 23d, a difficulty occurred here between Lieutenant J. K. Adams, of the Mobile (Ala.) Rifles, and Claiborne Hughes, of Norfolk, in which the Lieutenant was killed. The sad affair occurred at the corner of Market square and Union street. Hughes was arrested and lodged in jail to be tried for murder, and was refused bail.

July 29th, the ladies of Norfolk presented a beautiful flag to the Second Regiment North Carolina Volunteers, Colonel Williams

commanding. The presentation address was delivered by General Huger, at the Academy Lot, in presence of a large concourse of citizens.

August 2d, the *Southern Argus* announced its discontinuance as a daily paper in consequence of a deficiency of force, most of its employees having gone into the army.

August 18th, Captain William Lamb having been promoted to the rank of Major, Lieutenant Robert B. Taylor was elected to succeed him as the Captain of the Woodis Riflemen.

During this month the weather was unusually pleasant, and the soldiers around Norfolk were blessed with good health. Of course there were many fights between the land forces in this vicinity and the Federal war vessels, but none of the Confederates suffered much from the shots of their enemies. When the Federals evacuated the Navy-yard, the Southern authorities took possession of the place and vigorously pushed forward the work of "increasing the navy"—there were no idlers at the Yard at that time.

September 5th, the lady friends of the Norfolk Light Infantry Volunteers, Captain John R. Ludlow, presented that corps with a handsome Confederate flag at the Courthouse. Mayor Lamb presented it, and J. E. Ford, Esq., received it in behalf of the command.

Among the many Norfolk ladies who exerted themselves to aid the Southern soldiers were Mrs. Baker P. Lee, Jr., and Mrs. Anna Goffigan, who deserve special mention. These ladies forwarded to the Hampton Grays, stationed at Yorktown, and to the Wythe Rifles, at Williamsburg, a large supply of clothing and other acceptable articles during the month of September, 1861. Mrs. G. D. Armstrong, Mrs. S. M. Sheppard, Miss M. L. Pannell, Mrs. Kader Biggs, Mrs. Samuel Borum and Mrs. R. Capps, were also constant and kind in their attentions to the sick soldiers, and their names were frequently published in the papers in connection with some generous and praiseworthy act.

September 25th, First Lieutenant William T. Nimmo, of the Norfolk Light Artillery Blues, died at Sewell's Point. His remains were brought home for interment.

During this month some of the soldiers in and directly about the city gave a series of concerts for the benefit of their sick and needy comrades, and handsome sums of money were realized for the cause. These very pleasant entertainments were given in the Opera House under the direction of the Ladies' Aid Society, and drew large and fashionable audiences.

The Lynchburg, Petersburg and Richmond companies contained some very fine musical talent—also the Louisiana Regiment, then stationed here; and these, with our Norfolk boys, gave concerts that were very profitable to our hospital cause.

October 1st, a large number of citizens flocked to the landing of the "flag of truce boat" to greet the return of some exchanged Confederate prisoners, who were captured in the battle of Rich Mountain. Most of them were natives of Southwest, Va., and some were very badly wounded. They were quartered at the Atlantic Hotel, and received kind attention while there.

Died Tuesday, October 15th, Mrs. Rebecca Newton Boush, in the 80th year of her age. This estimable lady was well known and dearly loved.

October 28th, the Brig Dolphin, which was sunk by the Federals when the Navy-yard was abandoned, was raised. On the same day, divers examined the guns of the Pennsylvania, and found her sixty-eight pounders in good order; her 32-pounders were all burst. We have no record of any very important events that occured this month. The military and naval forces about Norfolk were greatly increased and the soldiers were "spoiling for a fight." The large force of workmen at the Navy-yard made wonderful progress in manufacturing war implements and in repairing the ships which the Federals had rendered useless. News of several battles was received, but as this work is not intended as a history of the war, we omit the particulars.

During the early part of November 1861, a man named Henry Davis left Norfolk for his Northern home. He had been a citizen here about ten months, and was a shoemaker. Upon his arrival in New York he furnished the *Tribune* with the following account of affairs in this section, which we believe is mainly correct. The account was written under date of November 2d, and says:

"A few days ago flour rose in Norfolk from 6 to $8 50 a barrel on account of the outbreak among the Union men of Tennessee. Coffee is 50 cents a pound, and very scarce. Sugar of the commonest kind is 15 cents a pound. Fish is plentiful, and most people live on that diet, with corn bread; salt pork, 30 cents; lard 25 cents a pound; potatoes, $1 a bushel; candles, common tallow, 25 to 30 cents a pound, and sperm, 10 cents each.

"Clothing of every kind is very high. Common black pantaloons, 12 to $18; vests, from 12 to $20; black frock coats, $50. Dry-goods of all kinds have advanced from 500 to 1,000 per cent. Most of the goods are brought from New Orleans at present.

"Of materials for boots and shoes, sole leather sold at $1 a pound with not a pound left in Norfolk, except what little the shoemakers held; upper leather, calf, $100 for a dozen skins. No materials for ladies' shoes to be had. Ladies' shoes sold at 5 to $6 a pair; very common, $3.50. Men's laced boots, $8; long 12 to $20. All kinds of business was very good, many people having started small manufactories for various necessities, giving poor people employment.

"It is difficult to tell how many soldiers are at Norfolk, so many are encamped about the town. The estimated number varied from 10,000 to 20,000. Most of the troops have gone into winter quarters, having built themselves huts for that purpose.

"Norfolk is well defended. On the Portsmouth side are miles of embankment, with heavy guns from the Navy-yard, at intervals of 100 yards. The camps are about a half mile distant from each other. On the Norfolk side, for five or six miles, batteries run along Princess Anne road, with similar armament. The troops in and about Norfolk are from North Carolina, South Carolina, Alabama, Georgia, and three regiments from Petersburg, Va. The soldiers are well clothed in gray cloth suits. The Confederate Government could not supply the men with shoes, and they were constantly writing home for money, shoes and other comforts, their pay being too small to allow them to pay $10 a pair for feet coverings. The newspapers are arguing that the pay of officers should be curtailed, and that of the privates advanced. The ladies had been getting up concerts and exhibitions to raise money for the relief of their soldiers, but their efforts did not avail much.

"The Merrimac has been transformed into a great battering ram, with a steel nose, for running down vessels. All her internal works are completed, but her plating is only partially effected as yet. She is to be sheathed from the water line upward with iron plates one foot wide and two inches thick, the same way as her planks, and then again sheathed with simple plates over that, running up the same way as her ribs, the whole to be bolted through and through. They expect to get her finished by the 1st of January, but, from the scarcity of the plates and the slowness of the work, it will probably be nearer the 1st of June before she is ready for sea. When completed, she is to run down some dark rainy night to the Roads, and smash up and sink the fleet. Her engines are four feet below the water line, and her sides slope inward. She is to be covered overhead with a bomb-proof network of railroad iron. She is not to have any decks, except forward and aft for the big pivot guns, with galleries for her broadside armament. Its is thought that she will be so hot inside, from want of ventilation, that very few persons are willing to ship in her. Her armament is to be of the heaviest and best rifled cannon known, and there is no doubt, if she has a chance, she will do an immense amount of damage to our fleet."

We have nothing else of interest to record in this month (November). The papers were filled with war news from various parts of the country, and contained but very little local matter of importance.

December 1st, Capt. Vickery resigned the Captaincy of the Norfolk Light Artillery Blues, owing to the bad condition of his

health. The Company was stationed at Sewell's Point, at the time, and at a meeting held for the purpose suitable resolutions were adopted expressing affection and esteem for Capt. V., and deep regret on account of his resignation.

The following card, published in the *Day Book* of December 5th, fully explains itself, and is but another evidence of the devotion of our ladies to the Southern cause:

ENTRENCHED CAMP, NEAR NORFOLK,
November 18, 1861.

"The ladies of the Granby Street Methodist E. Church, will please accept my grateful acknowledgments for their very liberal and opportune donation of sixteen blankets and fifteen comforts, which have been distributed among the most needy in the Company under my command. 'Tis true that none of my men are prepared to encounter the cold blasts of the approaching winter, yet the knowledge that there are in Norfolk those who feel for them, and are disposed to contribute to their wants, will enable them the more cheerfully to bear the hardships incident to a soldier's life.

I indulge the hope that each of you may fully realize the blessing pronounced upon the merciful.

I am very respectfully, your obedient servant,

WILLIAM N. MCKENNEY,
Capt. Company A, 6th Reg't Va. Vols."

The fair held by the ladies of St. Mary's Catholic Church, during the latter part of November, for the benefit of the indigent families of our city volunteers, netted $1,744.30.

December 23d, John Caffee, keeper of an eating saloon on Water street, was killed in an affray with some soldiers on Church street. He was shot in the breast and died instantly.

During the early part of this month Norfolk made handsome contributions (money) to the people who were made destitute by the great fire in Charleston, S. C. Soliciting committees were appointed by Mayor Lamb to wait upon the citizens and the response was prompt and liberal.

EIGHTEEN HUNDRED AND SIXTY-TWO.

We have but to give the following extract from a Norfolk paper of January 4, 1862, to show how mild the winter was at that time: "We were presented yesterday by Alexander Bell, Esq., of this city, with a couple of pears taken from a tree on his premises on Thursday last. They are small, it is true, but in other respects the fruit is perfect. The tree which bore them blossomed in November. Only think of pears in January."

A soldier from Louisiana, who died near Norfolk, about the 10th of January, and whose name was not given by the papers at the time, was said to be the author of the following verses, which were found upon his person written with a pencil:

I

Brother Soldier come up nearer,
For my limbs are growing cold;
And thy presence seemeth dearer
When thy arms around me fold.
I am dying, Soldiers, dying,
Soon you will miss me from your camp,
For my form will soon be lying
'Neath the earth so cold and damp.

II

Listen, brother Soldiers, listen,
I have something I would say
Ere my eyes are closed forever
From the lovely light of day.
I am going, surely going,
But my faith in God is strong
I die happy, willing, knowing
That He doeth nothing wrong.

III

Tell my Father when you greet him
That in Death I prayed for him,
And I hope that I shall meet him
In the world that's free from sin.
Dearest mother, God assist her,
Now that she is growing old;
Say her boy would glad have kissed her
When his lips grew pale and cold.

IV

Brother Soldiers catch each whisper,
'Tis my wife I speak of now,
Tell, Oh tell her how I missed her,
When the fever burned my brow;
Tell her she must kiss my baby,
Like the kiss I last impressed;
Hold her as when last I held her,
Closely folded to my breast.

V

Tell my dear wife may God bless her,
She was very dear to me;
Would I could once more caress her
And her lovely face could see.
Tell my dear ones I remember
Every kindly parting word
And my heart has been kept tender,
By the thoughts their memory stirred.

January 13th, a soldier named Royal, of the 1st Louisiana Regiment, fell from a fourth story window of the Atlantic Hotel and was killed.

January 14th, Mrs. N. Taylor, relict of (the late) Judge Robert B. Taylor, departed this life in the 87th year of her age. On the 15th of January Mrs. Harriet Martin, consort of Dr. C. F. Martin, departed this life. These were estimable and well known ladies.

Died in Richmond, Wednesday the 15th of January, Lieutenant Henry Woodis Hunter, in the 20th year of his age. His funeral took place in this city Friday January 17th, from the residence of his uncle, Wm. H. Hunter, Esq., No. 108 Main street.

The Norfolk *Day Book*, of January 20th, contained the following item: "Lieut. Chas. R. Grandy, of "Co. B," 6th Regiment, Va., Volunteers, has been elected Captain of the Norfolk Light Artillery Blues, stationed at Sewell's Point."

On the 20th of January, Dr. Geo. Blacknall, Surgeon of the Naval Hospital of Norfolk, departed this life in the 58th year of his age. He was one of the most esteemed and useful of our medical officers, and after a service of more than thirty years in the Navy of the United States, resigned his office upon the secession of Virginia, and was soon after appointed Surgeon in the Confederate service, to the duties of which he devoted himself with all the skill of a physician, the zeal of a patriot and the gentleness of the Christian.

The kind sympathy of the people of South Carolina for Norfolk, during the terrible Yellow Fever epidemic in 1855, was not forgotton when the occasion for reciprocation was presented, as the following note to our Mayor will show:

"STATE OF SOUTH CAROLINA,
MAYORALTY OF CHARLESTON, City Hall, Jan. 20, 1862.

SIR: The very generous contribution of seventeen hundred and ninety-five dollars from the citizens of Norfolk, came through your hands, at proper time, but my duties prevented a response, until now.

You will please extend to the people of your worthy city the grateful sense of the sufferers by fire, and accept for yourself the high regards of

Very respectfully, your obedient servant,
CHARLES MACBETH, Mayor.

To Hon. W. W. Lamb, Mayor of Norfolk, Va."

A soldier from the far South presented a friend in Norfolk with the following poem which had been sent him by an affectionate sister. It was written in December 1861, and was headed

A SOUTHERN SCENE.

"Oh! mammy, have you heard the news?
Thus spoke a Southern child,
As in the nurse's aged face
She upward looked and smiled.

"What news you mean, my little one?
It must be mighty fine
To make my darling's face so red,
Her sunny blue eyes shine.

"Why, Abram Lincoln, don't you know,
The Yankee President,
Whose ugly picture once we saw
When up to town we went?

"Well, he is going to free you all,
And make you rich and grand,
And you'll be dressed in silk and gold,
Like the proudest in the land.

"A gilded coach shall carry you
Where'er you wish to ride;
And mammy, all your work shall be
Forever laid aside."

The eager speaker paused for breath,
And then the old nurse said,
While closer to her swarthy cheek
She pressed the golden head:

"My little missus, stop and rest—
You's talkin' mity fas;
Jes look up dere, and tell me what
You see in yonder glass?

"You see old mammy's wrinkly face,
As black as any coal;
And underneath her handkerchief
Whole heaps of knotty wool.

"My darling's face is red and white,
Her skin is soft and fine,
And on her pretty little head,
De yaller ringlets shine.

"My chile, who made this difference
Twixt mammy and twixt you?
You reads de dear Lord's blessed book,
And you kin tell me true.

"De dear Lord said it must be so;
And honey, I for one
With thankful heart will always say
His holy will be done.

"And as for gilded carriages,
Dey's nothin 'tall to see;
My massa's coach what carries him
Is good enough for me.

"And honey, when your mammy wants
To change her homespun dress,
She'll pray like dear old missus
To be clothed with righteousness.

"My work's been done dis many a day,
And now I takes my ease,
A waitin' for de Master's call
Jes when de Master please.

"And when at las de time does come,
And poor old mammy dies,
Your own dear mother's soft white hand
Shall close dese tired eyes.

"De dear Lord Jesus soon will call
Ole mammy home to him,
And he can wash my guilty soul
From ebry spot of sin.

"And at his feet I shall lie down,
Who died and rose for me,
And den, and not till den, my chile,
Your mammy will be free.

"Come, little missus, say your prayers,
Let old mas Linkum 'lone,
De debil knows who b'longs to him,
And he'll take care of his own."

February 10th, our people were depressed by the news that Roanoke Island had fallen, and that the gallant, peerless Captain O. Jennings Wise, son of our beloved Ex-Governor Wise, had met a brave soldiers' death. Norfolk was also represented in that fight. Captain Wm. Selden, of this city, attached to the Engineer Department, was also among the killed. His conduct on the field is spoken of by those who witnessed it in the most exalted terms. Daring and bold, he feared not the overpowering forces of the enemy, but fought them bravely, disputing their right to every inch of ground.

A writer for the Norfolk *Day Book* under date of February 11th, says: "In the midst of the distress and gloom cast over us by the taking of Roanoke Island, we cannot help feeling a pride in the cool and gallant endurance of our townsmen who were on the Island.

"Every returned person whom we have seen, bears sincere testimony to the untiring efforts of these officers at their batteries. Capt. Jno. Saunders Taylor has already been deservedly noticed in your paper, and we feel that something is due to Lieut. B. P. Loyall. But a few weeks since returned from the prison walls of Fort Warren, he responded to the first call for help at Roanoke and labored untiringly to make an effective battery, which he himself served most splendidly to the very last, sinking three of the enemy's gunboats and never surrendering till surrounded by an overpowering force."

February 21st, the bakery of Mr. James Reid, in rear of his store on Main street, was burned. Through the strenuous efforts of our firemen several other buildings which caught fire were saved.

February 24th, all the bar-rooms and retail liquor stores in the city were closed by order of Major General Huger, Commanding the Department of Norfolk. This caused quite a commotion among the whisky sellers and drinkers, and they at once set their wits to work to adopt plans by which the "martial law" could be evaded.

Friday, February 28th, was set apart by President Jefferson Davis as a day of fasting and prayer, and all the churches in the city were opened for divine services. Business was suspended and the people seemed earnest and sincere in their religious devotions.

OUR GREAT NAVAL BATTLE.

THE OLD "MERRIMAC" UNDER A NEW NAME.

Accounts of the Hampton Roads' Fight from those who witnessed it.

In preceding pages of this volume we have mentioned the fact that the old war vessel Merrimac, which was burned and scuttled by the Federals when they destroyed the Norfolk Navy Yard in 1861, was being repaired and fitted up for Confederate service. She was converted into an iron-clad Monitor, of a rough but substantial style, and was provided with a "battering ram," which boldly ornamented her prow. Many persons predicted that the Merrimac, or rather the VIRGINIA, as she was christened when repaired, would prove a failure on account of her heavy draught of water—which prediction proved to be correct in the end, but not before the gallant craft had played havoc with her ememy's fleet.

Many descriptions have been published concerning this naval engagement, none of which seem to give much satisfaction to the people who witnessed the affair; but it is natural to suppose that the main facts, rather than minute particulars, have all been given to the public, and in this work we shall produce several brief accounts which, when consolidated, will give the reader very correct ideas of the "Virginia's" great victory over the United States fleet in Hampton Roads, Va., March 8th and 9th, 1862.

One account of the fight, says in substance as follows: "About 11 o'clock on Saturday morning, March 8th 1862, the Old Merrimac—then the Confederate States steam Monitor, Virginia, left the Gosport Navy-yard and sailed down to Hampton Roads to interview the United States blockading fleet then lying off Newport's News. Upon arriving in the Roads she found the frigates Cumberland and Congress. She then made for the Cumberland, as that frigate carried the heaviest armament of any vessel in the United States Navy; and as she (the Virginia) passed the Congress she gave her (the Congress) a broadside, by way of a salute and then begun to fire on the other frigate, which gallantly resisted the attack for a while, but in the short space of fifteen minutes she went down. The Virginia pressed upon the Cumberland as soon as the firing begun, and when she got within point-blank range she fired several shots from her bow gun and then ran into her—striking her squarely with her ram, which made her reel to and fro and sent her speedily to the bottom. But her gallant Commander was brave to the last: with colors flying and his ship sinking he fired his "aft gun" several times at the Virginia.

"The Virginia then turned her attention to the Congress, which had been somewhat crippled by the broadside previously given her. After fighting her formidable enemy for nearly an hour, the Congress hauled down her flag and made for the beach where they

run her 'high aground.' Our gunboats followed her and captured her officers and crew. While she had her flag of truce flying, and was delivering her prisoners to the Confederates, the Federals at at Newport's News fired a volley into the vessels, which killed several of their own men, and wounded Mr. Jno. Hopkins, one of our pilots attached to the Beaufort.

"While the Virginia engaged the Congress with her bow gun, she poured frequent broadsides into the Federal shore batteries at Newport's News. A prisoner stated that one of the Virginia's shots at the Congress dismounted two guns and killed sixteen of the crew—taking off the head of Lieut. Smith, and literally tearing the ship to pieces.

"The enemy did not expect the attack that was made by the Virginia, and it was not until the firing had continued some time, that any effort was made to assist the Cumberland and Congress. The first assistance sent them was the United States steam frigate Minnesota, from Old Point. She bore well over toward Newport's News, but not entirely beyond the range of our guns at Sewell's Point, which opened upon her with unusual vim. The Minnesota got aground, however, before accomplishing her object, and was seriously peppered by shots from the Confederate steamers Patrick Henry and Jamestown. The frigate St. Lawrence then came up to assist her grounded companion, and she also got aground; the steam frigate Roanoke then started from Old Point to assist her comrades, but when she saw the havoc that the Virginia was playing, she prudently put back, in order to save one more boat for Uncle Sam.

"The Congress was burned by the Confederates on (Saturday) the night of her capture. She made a beautiful light—illuminating the heavens and the country for miles around. About midnight her magazine exploded with a tremendous noise. Her burning was witnessed by thousands of spectators from our harbor and shores, who never before saw a ship on fire.

"It is said that the first gun fired in this naval engagement, was from the Confederate steamer Beaufort, and directed at the United States frigate Congress—all of our gunboats were engaged when the battle became hot, and their officers were highly complimented for skill and courage. The enemy's loss cannot be correctly estimated at this writing, but it was supposed to be heavy. The Confederate loss was *nine* persons killed and twelve slightly wounded. The gunboat Beaufort brought to this city twenty-three prisoners from the Congress—one man died while coming up; he was shot by the Federals when they fired on the Congress from Newport's News.

[The Virginia had two men killed (neither from Norfolk) and five or six wounded. Commodore Buchanan, commanding the Virginia, was slightly wounded, and Lieut. Robt. D. Minor, severely. The vessel's armament consisted of 10 guns, to-wit: Six 9 inch Dahl-

gren's; two 32-pounder rifles (broadside), and two 7-inch rifled-pivot guns—fore and aft. When she was ready to sail, General Huger asked for volunteer artillerymen to man her guns, as she lacked about thirty men to make up her required number, which was about three hundred, all told. Capt. Thos. Kevill, and thirty members of his company [the United Artillery from Norfolk,] volunteered for the dangerous work, and during the fight two of the guns had large pieces knocked off their muzzles. Capt. Kevill had two men wounded, viz: Messrs. Andrew J. Dalton and Jno. Capps. The injured guns were *not* "immediately replaced by others," as stated by one writer, but were used in the fight next day, in their same damaged condition. [Capt. Kevill's company was in charge of guns at Fort Norfolk when thirty-one of their number volunteered for duty on the Virginia].

"The steamer Patrick Henry was also disabled in the action of Saturday the 8th, and was compelled to haul off for repairs—she had several men killed and wounded. The Confederate gunboat Raleigh was also in the fight and had one man killed—said to have been Midshipman Hutter, but we cannot vouch for that fact just now. During this naval engagement, several small prizes were captured by our gunboats—one of which, the Reindeer, was brought to the Navy-yard that night—two others were said to have been carried to Pig Point.

The fight was begun again on Sunday, the 9th instant—the Minnesota being still aground at the time. We here give another extract from an account that was written about the engagements—more particularly about the

BATTLE OF THE NINTH OF MARCH, 1862.

"On Sunday March 9th, 1862, faint cannonading was heard down the river from Norfolk, and it was ascertained that Lieut. Catesby Jones, in command of the Virginia, had begun another attack upon the enemy. At 10 o'clock A. M., the steamer Harmony started from the dock-yard for the scene of the battle, and upon arriving in the Roads, we saw a strange picture, at once novel and beautiful. Our gunboats were lying in line of battle under Sewell's Point, with thick masses of smoke floating lazily above them, and occasionally firing shots at the enemy in the distance. The Virginia, looking grim and mysterious as before, steamed off in pursuit of a wonderful looking thing that looked like a prodigious "cheese box" on a plank of Plutonian darkness. At first we could see the great puffs of smoke jetting out from the Minnesota, the Virginia, and at long intervals from the mysterious, black 'cheese box'; but no sound reached us, for the wind had risen and the warm calm of morning was succeeded by a piercing North Easter. Onward we sped in our boat of *observation*—across the Craney Island flats and presently we could hear the guns as their booming grew louder and

louder. But the strange loooking battery, with its black revolving cupola, fled before the Virginia. It was, as somebody said, 'like fighting a ghost.' Now she ran down towards Old Point, now back towards Newport's News, now approached to fire and then ran away to load, but evidently fighting shy, and afraid of being put 'in chancery,' as the pugilists call it, by her powerful pursuer. The projectiles from her great piece of ordnance, a ten-inch solid shot gun, came dancing across the water with a series of short, sharp *pops*, which made a music more exciting than melodious.

"Now she overshot the Virginia, and the spray flew more than thirty feet high. Now she shot to this side, now to that. Now she steamed close up and hit her fairly. In one of these encounters we thought her iron castle had been shot away, but, when the smoke cleared away, there it was, and the long plank-like hull in shore again, driving along like the 'Flying Dutchman.' Meanwhile the Virginia crept up towards the Minnesota, crept up and paused in that mysterious silence which fell upon her at all times—a silence awfully impressive to us aboard the tug. Was she aground? One thought yes. Another could make out that she was moving. Another discovered that it was our forging a head which imparted to her the apparent motion we had a moment before congratulated ourselves upon. The minutes seemed like hours, as we stood watching the noble ship against which the combined batteries of the Minnesota and Ericsson were now directed. The shot fell like hail; the shells flew like rain-drops, and slowly, steadily she returned the fire. There lay the Minnesota with two tugs alongside. Here, there and everywhere, was the black "cheese-box." There lay the Virginia, evidently aground, but still firing with the same deliberate regularity as before. Presently a great white column of smoke shot up above the Minnesota, higher and higher, fuller and fuller in its volume, and beyond doubt, carried death all along her decks; for the red tug's boiler had been exploded by a shot, and that great white cloud canopy was the steam thus liberated—more terrible than the giant who grew out of the vapor unsealed by the fisherman in in the fable. And now the Virginia moves again. There can be no error this time, for we see her actually moving through the water and can mark the foam at her prow—and, strange to say, these long painful hours, measuring time by our emotions, are condensed by the unsympathetic hands of our watches into fifteen minutes! At 12 M, she was steaming down for Sewell's Point, while the strange looking battery bore away for the frigate ashore.

"We steamed down to meet her, mustered all hands, gave her three cheers, which came from the bottom of our hearts, which were expressions of our profound thankfulness, of benediction and delight. Her company was mustered on the grating and returned our cheers. We ran in closer, and there was her commander, Lieut. Jones, looking

as calm and modest as any gentleman within the jurisdiction of Virginia. The Commodore hailed the ship, heard the reply, complimented the quiet, thoughtful looking man, who had managed and fought her from the time Flag Officer Buchanan was wounded up to that moment, and then, with cordially spoken eulogies upon the gallant men on board, we shot ahead. Here let us pause one moment. Our task has been to speak of events rather than individual actors; but we should do violence to our own feelings and to the public sentiment, did we fail to allude to the conspicuous services of the gentleman who succeeded Flag Officer Buchanan, who was shot on the grating of the ship on Saturday the 8th. He was known to all members of his profession as a thorough and accomplished seaman. As an ordnance officer he was of approved skill, and after the 8th and 9th of March, this scholar-like, placid gentleman steps upon the historic canvas of this great Revolution as one of its true heroes. We leave him and his gallant shipmates to the generous appreciation of their countrymen, and, asking pardon of his sensitive modesty for what we have written, pass on with our narative.

"The same scene was enacted and re-enacted as she passed each vessel, and, with Flag Officer Forrest in the van, the squadron steamed cautiously along towards the barricades.

"As the ships, grouped against the soft hazy sky, followed by the Virginia, the picture was one never to be forgotten; the emotions excited such as can never be described. As we looked up towards Newport's News we saw the spars of the Cumberland above the river she had so long insolently barred; but of her consort there was not even a timber head visible to tell her story. But this was not all that the Virginia had done. The Minnesota lay there riddled like a seive. What damage she sustained will never be known, but it must have been frightful. And within eight and forty hours the Virginia had successfully encountered, defied and beaten, a force equal to 2,890 men and 230 guns, as will be seen by the following table:

Congress (burnt)	240	men	50	guns.	
Cumberland (sunk)	360	"	23	"	
Minnesota (riddled)	550	"	40	"	
Roanoke (scared off)	550	"	40	"	
St. Lawrence (peppered)	480	"	50	"	
Gunboats (2 or 3 disabled)	120	"	6	"	
Floats (silenced)	200	"	20	"	
Ericsson, Monitor	150	"	2	"	

Here, perhaps, in this short table is a better picture of what the Virginia did and what she dared, than any painter could ever give. That some of the makers of this great piece of history may be known to the public we append a list of the officers of the VIRGINIA:

Action of Saturday, 8th. Staff: Flag Officer, Captain Buchanan and Lieutneant R. D. Minor—both wounded. First Lieu-

tenant Catesby Ap. R. Jones; Secretary and Aide to Flag Officer, Lieutenant D. F. Forrest (Army); Lieutenant C. C. Simms, 1st Division; Lieutenant H. Davidson, 2d Division; Lieutenant J. T. Wood, 3d Division; Lieutenant J. R. Eggleston, 4th Division; Lieutenant W. R. Butt, 5th Division; Captain R. T. Thorn (C. S. Marine Corps), 6th Division; Paymaster Semple, Shot and Shell Division; Fleet Surgeon, D. B. Phillips; Assistant Surgeon, A. S. Garnett; Chief Engineer, W. A. Ramsay; Master, William Parrish; Midshipmen, Foote, Marmaduke (wounded), Littlepage, Long, Craig and Rootes; Clerk to Flag Officer, A. Sinclair; Assistant Engineers, Tymans, Campbell and Herring; Paymaster's Clerk, A. Wright; Boatswain, C. Hasker; Chief Gunner, C. B. Oliver; Ship Carpenter, Lindsay; Pilots, George Wright, H. Williams, T. Cunningham and W. Clarke.

Action of Sunday, the 9th—Lieutenant Commanding, Catesby Jones; First Lieutenant C. C. Simms, and Lieutenant H. Davidson, commanding 1st and 2d Divisions. The other officers were the same as those given in the first day's fight. [It has been previously stated that Captain Thomas Kevill, of this city, commanded a gun (No. 7) in the fight; he was on duty in that position both days].

SPECIAL INCIDENTS OF THE FIGHT.

Most of the Cumberland's crew, which numbered about 500 men, went down with her or were killed—not more than one hundred being saved.

The scene on board the Congress, when the men boarded her, is said to have been really sickening; the deck was literally covered with dead and dying seamen and marines. Blood was running in streams, human limbs and brains were scattered about, and the groans of the dying would have touched with sympathy the hardest of hearts. Persons who witnessed the horrible sight were completely astounded at the damage the Virginia's guns had done, both to the men and the ship.

On board the Confederate steamer Raleigh, Midshipman Hutter was killed, and Captains Alexander and Tayloe wounded, the latter very severely.

On board the Beaufort, Gunner W. Robinson and two seamen were wounded—two Federal prisoners on board of her were also struck by the shots of their friends at Newport's News; one was instantly killed by a minnie ball which penetrated his brain. On board the Teaser only one man was wounded, and he very slightly.

On the Patrick Henry four men were killed and several others wounded—all shot by the Federal infantry on the shore near Newport's News.

During the two days fight the mainmast of the Raleigh and two flag-staffs of the Virginia were cut down by the enemy's guns.

Among the prisoners taken from the Congress was a negro man named Sam, the property of the Drummond family in this city, who had escaped from his owners several months previous to his capture.

The report that the Congress was "burned by the Federals to prevent her falling into the hands of the Confederates," was purely a fabrication, as the foregoing account plainly states that after she was "run ashore," she raised the white flag and was boarded by Confederates from the steamer Beaufort, &c. She was certainly burned by the Confederates.

When the Virginia arrived at the Navy-yard, after the fighting was over, her men were mustered and addressed by the Commanding Officer in high terms of praise for their coolness and great courage while under fire.

EXCITEMENT IN WASHINGTON.

The excitement caused in Washington by the news of the VIRGINIA'S victory may be imagined from the following extract from an account written by Hon. Gideon Wells, Secretary of the U. S. Navy in 1862. That gentleman says:

"On Sunday morning, the 9th of March, while at the Navy Department examining the dispatches received, Mr. Watson, Assistant Secretary of War, hastily entered with a telegram from Gen. Wool, at Fortress Monroe, stating that the Merrimac had come down from Norfolk the preceding day, attacked the fleet in Hampton Roads, and destroyed the Cumberland and Congress. Apprehensions were expressed by General Wool that the remaining vessels would be made victims the following day, and that the Fortress itself was in danger, for the Merrimac was impenetrable, and could take what position she pleased for assault. I had scarcely read the telegram when a message from the President requested my immediate attendance at the Executive Mansion. The Secretary of War (Mr. Stanton) on receiving General Wool's telegram had gone instantly to the President, and at the same time sent messages to the other Cabinet Officers, while the Assistant Secretary came to me. I went at once to the White House. Mr. Seward and Mr. Chase, with Mr. Stanton, were already there, had read the telegram, and were discussing the intelligence in much alarm. Each inquired what had been and what could be done to meet and check this formidable monster, which in a single brief visit had made much devastation, and would, herself uninjured, repeat her destructive visit with still greater havoc, probably, while we were in council.

"Mr. Stanton, impulsive, and always a sensationalist, was terribly excited, walked the room in great agitation, and gave brusque utterances, and deprecatory answers to all that was said, and censured everything that had been done or was omitted to be done. Mr. Seward, usually buoyant and self reliant, overwhelmed with the intelligence, listened in responsive sympathy to Stanton, and

was greatly depressed, as indeed, were all the members, who, in the meantime, had arrived, with the exception of Mr. Blair, as well as one or two others—naval and military officers—among them, Commander Dahlgren and Col. Meigs.

"The Merrimac," said Stanton, who was vehement, and did most of the talking, "will change the whole character of the war;" she will destroy, seriatim, every naval vessel; she will lay all the cities on the seaboard under contribution. I shall immediately recall Burnside, Port Royal must be abandoned. I will notify the Governors and the municipal authorities in the North to take instant measures to protect their harbors." It is difficult to repeat his language, which was broken and denunciatory, or to characterize his manner, or the panic under which he labored, and which added to the apprehension of others. He had no doubt, he said, that the monster was at this moment on her way to Washington, and, looking out of the window, which commanded a view of the Potomac for many miles, he said, "not unlikely we shall have a shell or cannon-ball from one of her guns, in the White House before we leave this room." Most of Stanton's complaints were directed to me, and to me others turned, not complainingly, but naturally, for information or suggestion that might give relief. I had little to impart except my faith in the untried Monitor experiment, which we had prepared for the emergency; an assurance that the Merrimac, with her draft, and loaded with iron, could not pass Kettle Bottom Shoals, in the Potomac, and ascend the river and surprise us with a cannon ball, and advised that, instead of adding to the general panic, it would better become us to calmly consider the situation and inspire confidence by acting, so far as we could, intelligently, and with discretion and judgment.

"Mr. Chase approved the suggestion, but thought it might be well to telegraph Governor Morgan and Mayor Opdyke, at New York, that they might be on their guard. Stanton said he should warn the authorities in all the chief cities. I questioned the propriety of sending abroad panic missives, or adding to the alarm that would naturally be felt, and said it was doubtful whether the vessel so cut down and loaded with armor, would venture outside of the Capes; certainly, she could not, with her draft of water, get into the sounds of North Carolina to disturb Burnside and our forces there; nor was she omnipresent to make general destruction at New York, Boston, Port Royal, &c., at the same time; that there would be general alarm created; and repeated that my dependence was on the Monitor, and my confidence in her, great. "What," asked Stanton, "is the size and strength of this Monitor? How many guns does she carry?" When I replied two, but of large calibre, he turned away with a look of mingled amazement, contempt, and distress, that was painfully ludicrous. Mr. Seward said that my remark

concerning the draft of water which the Merrimac drew, and the assurance that it was impossible for her to get at our forces under Burnside, afforded him the first moment of relief and real comfort he had received.

"Stanton left abruptly after Seward's remark. The President ordered his carriage and went to the Navy-yard to see what might be the views of the Naval officers. Returning to my house a little before 12 o'clock, I stopped at St. John's Church, and called out Commodore Smith, to whom I communicated the tidings we had received, and that the Congress, commanded by his son, Commander Joseph Smith, had been sunk. "The Congress sunk!" he exclaimed, at the same time buttoning up his coat, and looking me calmly and steadily in the face—"then Joe is dead!" I told him this did not follow, the officers and crew doubtless escaped, for the shore was not distant. "You don't know Joe," said the veteran father, "as well as I do; he would not survive his ship." (As he did not, but mortally wounded, perished with her).

"At a late hour I received a telegram from Mr. Fox, stating that the Monitor had reached Hampton Roads a little before midnight of the 8th, and had encountered and driven off the Merrimac. The submerged telegraph cable, which had been completed from Fortress Monroe to Cherrystone the preceding evening, parted on Sunday evening, and further communication ceased at this highly interesting crisis until the arrival of the mail, via Baltimore, on Monday.

"It is not my purpose to narrate the particulars of the conflict, which have been so well and accurately detailed in the official reports of the officers, and are matters of record, and were published in the day and time of that remarkable encounter.

"The Merrimac was a few days thereafter—on the 10th of May, while the President and party were at Fortress Monroe—abandoned and destroyed by the rebels themselves. The large steamers that had awaited her advent, at an expense of several hundred thousand dollars, were discharged, with the exception of the Vanderbilt, which remained a white elephant in the hands of the War Department. Eventually she was turned over to the Navy, that had declined to purchase and did not want her. She was too large for blockade service, but as she was to be employed, the Navy Department sent her off on an unsuccessful cruise for the Alabama, under a very capable Commander, at a cost to the Government of more than one thousand dollars per day without result. The War Department had paid two thousand dollars per day to her owner for her use.

"The Monitor, which rendered such gallant service to the country and was the progenitor of a class of vessels that is to be found in the navy of almost every maritime nation, was foundered on the 30th of December, 1862, in a storm off Cape Hatteras."

[Just two months after the brilliant achievements of the Virginia in Hampton Roads, the gallant craft was destroyed by the Confederates—an account of which will be given in succeeding pages. After the destruction of the Virginia the following poem was written, and its author has kindly contributed it to this volume:]

THE MERRIMAC AND THE BLOCKADERS.—BY W. S. FORREST.

The sun looked forth in glory,
A day of joy it seemed;
Of war-ships' decks all gory,
The foe but little dreamed.

Yet onward dashed a monster
That Nelson might have feared;
The rattling drums announced her,
And the signal guns were heard.

And soon the flash and thunder
Bespeak her peerless sway;
Huge timbers crash asunder,
And Ironsides rules the day.

The ambient air is trembling;
Columbiads' echoing tones
Roll on—the while resembling
The earthquake's sullen groans.

The red-hot balls are flying
Like demons through the air,
And mangled men are dying
And screaming in despair!

Buchanan's voice is ringing
Like a trumpet-call to war,
While bleeding men are clinging
To broken mast and spar.

The briny tide is flowing
O'er a proud old frigate's deck,
And still the shots are mowing
The ranks on a burning wreck.

And soon the red flames flashing,
The shores illuminate;
And blazing timbers crashing,
Complete her awful fate.

Two others still are battered,
Though standing far away;
Their hulls and bulwarks shattered,
While others fear the fray.

Blockaders, where's your power
To harm those iron walls
With hot metallic shower
Of shell and solid balls?

The furious fray has ended,
The echoes died away,
The work of death suspended
Until another day.

The moon lights up the scenery
Of blood and death and woe,
The work of man's machinery
To crush a mighty foe.

The sun-lit wavelets play there,
The sea-bird's scream is heard;
The free winds hold their sway where
Those sentry ships appeared.

* * * * * * *

Again those shores are lighted—
Another deafening roar;
Again fond hopes are blighted;
The Merrimac is no more!

[Mr. Forrest, as well as the Northern people, called her the "Merrimac," because she was better known by that title. Very few persons called her the Virginia, although that was her Confederate name].

May 1st (1862) the Norfolk Independent Greys, stationed at Craney Island, elected the following officers:

Captain, David Wright; 1st Lieutenant, J. H. Smith; 2d Lieutenant, W. G. Wilbern; Jr. 2d Lieutenant, Henry S. Reynolds.

On the same day the Norfolk Juniors, at the "Entrenched Camp," elected the following officers:

Captain, Thos. F. Owens; 1st Lieutenant, Henry Woodhouse; 2d Lieutenant, C. DeShields; Jr., 2d Lieutenant, Charles Beall.

Among the gallant soldiers killed at the battle of Shiloh, in April 1862, was Mr. Robert J. Camm, of Norfolk. He was a member of Company B, in the "Crescent Battalion" from New Orleans. News of his death was not received here until May 2d.

May 3rd, a handsome sword was presented to Lieut. Woodhouse of the Norfolk Juniors, by private E. Tompkins, in behalf of the Company.

During the elections which were held by the various commands during the first part of this month, we note the following officers of the 6th Virginia Regiment:

Colonel, George Rogers; Lieutenant-Colonel, H. Williamson; Major, R. B. Taylor.

The three Norfolk Companies attached to this Regiment elected officers as follows:

Company A.—Captain, C. W. Perkinson; 1st Lieutenant, C. W.

Wilson; 2d Lieutenant, Geo. Stewart; Jr. 2d Lieutenant, J. Lee Happer.

Company C.—Captain, John C. Hayman; 1st Lieutenant, D. C. Walters; 2d Lieutenant, A. J. Denson; Jr. 2d Lieutenant, James Dashiel.

Company D.—Captain, Jno. R. Ludlow; 1st Lieutenant, M. N. Stokes; 2d Lieutenant, Geo. F. Crawley; Jr. 2d Lieutenant, Jas. M. F. Wyatt.

May the 7th, the death of James W. Ghiselin was first published. He was killed at the battle of Shiloh while gallantly leading a charge. He was a promising young man, only 26 years of age, and son of Mr. Jno. D. Ghiselin, Sr., of this city.

May 8th, heavy cannonading was heard down the river and great excitement was caused by it in Norfolk. It was generally conceded, from the fact of three Federal gunboats having passed up James River in the morning, that they were shelling one of our batteries, most likely the one at Dey's Point.

At a later hour in the day, about 12 o'clock, the bombardment of Sewell's Point commenced. The enemy had two frigates, three gunboats and two iron-clad batteries engaged in this work, and they continued with great energy for several hours, until the Virginia, which was at the Navy Yard, got up steam and went down. We learn that as soon as she turned the point at Craney Island, the whole Federal fleet beat a hasty retreat back to Old Point, not caring to encounter this object of their greatest terror.

THE EVACUATION OF NORFOLK BY THE CONFEDERATES.

The Confederate Commander of this department (Gen. Huger) heard of the evacuation of Yorktown, by our troops, and at the same time learned that the Federals had planned an attack upon Norfolk, both by land and water, which, the insufficiency of our defences and want of troops, could not successfully repel without great sacrifices. And also knowing that the enemy having possession of Roanoke Island, Hatteras, and Fortress Monroe, Norfolk was not valuable to the Confederacy as a strategic point, and could not be held except at very great loss of life and expense to the Government, it was determined, after proper consultation with the War Department at Richmond. to evacuate the place. Accordingly, preparations were at once made to that effect, and the work of destroying the public property that could not be carried way was begun.

On the morning of the 10th of May, Gen. Jno. E. Wool, Commanding United States forces at Fortress Monroe, landed troops at Ocean View, and commenced his march upon Norfolk. The troops were organized during the night previous at Old Point, and were conveyed to the point of landing in the Steamer Adelaide, of the Old Bay Line, and several barges, which had been engaged for that

purpose. As soon as this was known to the Confederates, they abandoned their guns at Sewell's Point and came to Norfolk to prevent being captured by the forces in their rear. The Federal troops approached very cautiously and slowly, and during the day (the 10th) our forces destroyed the public buildings and vessels at the Navy Yard, spiked all the guns, and quietly abandoned the "Twin Cities by the Sea." The Craney Island and Pig Point batteries were also abandoned (under protection of the Virginia) and the guns at those places, as well as at Sewell's Point, were spiked.

A correspondent of the Baltimore *American* thus wrote to that paper under date of Sunday, May the 11th. After giving a list of the troops that were landed at Ocean View, he said: "Nothing of interest occurred on the march until the troops got within three miles of the city, when all the approaches were observed to be extensively fortified by lines of earthworks full three miles in length, mounted with heavy guns—all of which had been spiked, and the amunition removed to Norfolk. Gen. Viele was the first to enter the works, followed by the skirmishers, body-guard and staff of Gen. Wool. Shortly after passing these harmless obstructions the line of march was again taken up for the city, the church spires and prominent points of which could be occasionally seen through the thick foliage of the trees.

"When about a mile from the suburbs, Mayor W. W. Lamb, of Norfolk, accompanied by a committee from the City Councils, approached the advancing column under a flag of truce, and informed Gen. Wool that Gen. Huger had evacuated the city, and that civil authority had been restored; that at that time there were no Confederate troops within several miles of Norfolk or Portsmouth; and that, under the circumstances, he was prepared to give the Federals quiet and peaceful possession of the city, and all he asked in return was that private property should be respected, and peaceable citizens allowed to pursue their usual business avocations.

"A halt was then ordered and the men bivouacked on the field for the night, outside the city limits. Gen. Wool begged Mayor Lamb to rest assured that all he had asked should be granted. The party then started for the City Hall to inaugurate the new military authorities in control of Norfolk. The Mayor invited Gen. Wool and Secretary Chase (who was with him) to seats in his carriage, and they proceeded together, followed by the General's body-guard and staff." After arriving at and entering the City Hall, General Wool issued an order which appointed Brigadier-General Veile, Military Governor of the city, and which concluded with the following language: "General Viele will see that *all* citizens are carefully protected in *all* their rights and civil privileges, taking the utmost care to preserve order, and to see that no soldiers be per-

mitted to enter the city except by his order, or by the written permission of the commanding officer of his brigade or regiment, and he will punish any American soldier who shall trespass upon the rights or property of any of the innabitants." [Every citizen who remained in Norfolk after that knows how *faithfully* (?) Gen. Viele executed this part of Gen. Wool's order; but probably Gen. Wool was not so wise].

After issuing his order, General Wool at once departed for Fort Monroe, and a large concourse of citizens assembled around the City Hall and called upon Mayor Lamb for a speech. He addressed the crowd briefly, stating what he had done, and repeating what General Wool had said in his order. The Mayor's remarks were received with expressions of approval—some persons cheered him when he concluded.

Some days after this General Wool, in a private letter to a friend in New York, said: "I found out, on Friday, the 9th, that I could land troops without much trouble at Ocean View, six miles from Fort Monroe. The Secretary of the Treasury, Mr. Chase, and my Aide-de-camp, Colonel Cram, were with me. I immediately organized a force of less than six thousand men, and embarked them that night, under the direction of Colonel Cram. The Colonel constructed a bridge of boats from the steamer across the shallow water, and we landed the troops at the point named early Saturday morning, the 10th instant. As fast as they could form, I put them in motion for Norfolk. Our route was by the New Bridge over Tanner's Creek. On approaching the bridge, our troops were fired upon from a battery of three six-pounders, when our necessary halt enabled the enemy to burn the bridge. I then ordered a countermarch, and proceeded to Norfolk by the old road, where I arrived safe at 5 o'clock P. M., when the Mayor met me and surrendered the city.

"The enemy, three thousand strong under General Huger, had fled a short time before my arrival. The entrenchments through which I passed had twenty-one guns mounted, which, properly manned, might have made an effective defence. I turned over the command to General Viele, appointed him Military Governor of the city, and then returned to the Fort and reported to the President and Secretary of War, who awaited me. I think it a fair inference that the occupation of Norfolk caused the blowing up of the dreaded Merrimac, and secured to us the free use of James river. The army may, therefore, claim at least some share of this much desired naval success.

"In great haste, most truly yours,

"JOHN E. WOOL."

THE DESTRUCTION OF THE VIRGINIA.

Official Report of Commodore Tatnall, C. S. N.

"RICHMOND, VA., May 14th, 1862.

"*Hon. S. R. Mallory, Secretary Confederate States Navy:* SIR—In detailing to you the circumstances which caused the destruction of the Confederate States steamer Virginia, and her movements a few days previous to that event, I begin with your telegraphic dispatches to me of the 4th and 5th instants, directing me to take such a position in the James river as would entirely prevent the enemy ascending it.

"General Huger, commanding at Norfolk, on learning that I had received this order, called on me and declared that its execution would oblige him to abandon immediately his forts on Craney Island and Sewell's Point. I informed him that as the order was imperative, I must execute it; but stated that he should telegraph you and state the consequences. He did so, and on the 6th instant you telegraphed me to endeavor to afford protection to Norfolk as well as the James river, which replaced me in my original position. I then arranged with the General that he should notify me when his preparations for the evacuation of Norfolk were sufficiently advanced to enable me to act independently.

"On the 7th instant Commodore Hollins reached Norfolk with orders from you to communicate with me and such officers as I might select in regard to the best disposition to be made of the Virginia under the present aspect of things. We had arranged the conference for the next day, the 8th; but on that day before the hour appointed, the enemy attacked the Sewell's Point battery, and I immediately left with the Virginia to defend it. There I found six of the enemy's vessels, including the iron-clad steamers Monitor and Naugatuck, shelling the battery. We passed by and headed directly for the enemy for the purpose of engaging him, and I thought an action certain. But before we got within gunshot, he ceased firing and retired with all speed to the protecting guns of Fort Monroe, followed by the Virginia, until the shells from the Rip Raps passed over her.

"The Virginia was then placed at her moorings near Sewell's Point, and I returned to Norfolk to hold the conference referred to. It was held on the 9th instant, and the officers present were, Col. Anderson and Captain ———, of the army, selected by Gen. Huger, who was too unwell to attend himself; and of the navy, myself, Commodore Hollins, Capts. Sterrett and Lee, Commander Richard L. Jones, and Lieuts. Catesby Ap. R. Jones and J. Pembroke Jones. The opinion was unanimous that the Virginia was then employed to the best advantage, and that she should continue

for the present, to protect Norfolk, and thus afford time to remove the public property.

"On the next day (10th), at 10 o'clock A. M., we observed from the Virginia that the flag was not flying on the Sewell's Point battery, and that the place appeared to have been abandoned. I despatched Lieut. J. P. Jones to Craney Island, where our flag was still flying, and he there learned that a large force of the enemy had landed on Bay Shore, and were marching on Norfolk; that Sewell's Point was abandoned, and that our troops were retreating. I then despatched the same officer to Norfolk, to confer with Gen. Huger and Capt. Lee. He found the Navy Yard in flames, and that all its officers had left by the railroad—Gen. Huger and the other army officers had also left, and the enemy was within a short distance from the city, treating with the Mayor for its surrender. On returning to me he found that Craney Island and all the other batteries on the river had been abandoned. It was then seven o'clock P. M., and prompt measures were necessary for the safety of the Virginia.

"The pilots had assured me that they could take the ship, with a draft of eighteen feet, to within forty miles of Richmond. This the chief pilot, Mr. Parrish, and his chief assistant, Mr. Wright, had asserted again and again; and on the afternoon of the 7th, in my cabin, in the presence of Commodore Hollins and Capt. Sterrett, in reply to a question of mine, they both emphatically declared their ability to do so. Confiding in these assurances, and after consulting with the First and Flag-Lieutenants, and learning that the officers generally thought it the most judicious course, I determined to lighten the ship at once and run up the river for the protection of Richmond. All hands having been called on deck, I stated to them the condition of things, and my hope that, by getting up the river, before the enemy could be made aware of our designs, we might cap-capture his vessels which had ascended it, and render efficient aid in the defence of Richmond; but that to effect this would require all their energy in lightening the ship. They replied with three cheers and went to work at once. The pilots were on deck and heard this address to the crew.

"Being quite unwell, I retired to bed. Between one and two o'clock in the morning, the First Lieutenant reported to me that, after the crew had worked for five or six hours, and lifted the ship so as to render her unfit for action, the pilots had declared their inability to carry eighteen feet above Jamestown Flats, up to which point the shore on each side was occupied by the enemy. On demanding from the chief pilot, Mr. Parrish, an explanation of this palpable deception, he replied that eighteen feet could be carried after the prevalence of easterly winds, but that the wind for the last two days had been westerly. I had no time to lose. The ship was not in condition for battle, even with an enemy of equal force,

and their force was overwhelming. I therefore determined, with the concurrence of the First and Flag Lieutenants, to save the crew for future service by landing them at Craney Island, the only road for retreat open to us, and to destroy the ship to prevent her falling in the hands of the enemy. I may add that, although not formally consulted, the course was approved by every Commissioned Officer in the ship. There was no dissenting opinion. The ship was accordingly run ashore as near the main land as possible, and the crew landed. She was then fired, and after burning fiercely fore and aft for upward of an hour, blew up a little before five o'clock on the morning of the eleventh.

"We then marched to Suffolk, a distance of twenty-two miles, reached there in the evening and came by rail to Richmond. It will be asked what motives the pilots could have had in deceiving me. The only imaginable one is that they wished to avoid going into battle. Had the ship not have been lifted so as to render her unfit for action, a desperate contest must have ensued with a force against us too great to justify much hope of success; and as fighting was not their occupation, they adopted this deceitful course to avoid it. I cannot imagine another motive, for I had seen no reason to distrust their good faith to the Confederacy.

"My acknowledgements are due to First Lieutenant Catesby Ap. R. Jones, for his untiring exertions, and for the aid he rendered me in all things. The details for firing the ship and landing the crew were left to him, and everything was conducted with the most perfect order.

"To the other officers of the ship, generally, I am also thankful for the great zeal they displayed throughout. The Virginia no longer exists, but three hundred brave and skilful officers and seamen are saved to the Confederacy.

"I presume that a Court of Inquiry will be ordered to examine into all the circumstances I have narrated, and I earnestly solicit it. Public opinion will never be put right without it.

"I am sir, with great respect, your obedient servant,

"(Signed) JOSIAH TATNALL,

Flag Officer, Commanding."

The above report gives "the particulars" concerning the destruction of the most formidable and gallant ship that ever sailed upon our waters.

FINDINGS OF THE COURT OF INQUIRY.

The Court of Inquiry asked for by Commodore Tatnall, and convoked by order of the Secretary of the Navy, on the 20th of May (1862), in Richmond, and of which Captain French Forrest, of the Navy, was President, adopted the following report:

1st. "The destruction of the Virginia was, in the opinion of this Court, unnecessary at time and place it was effected.

2d. "It being clearly in evidence that Norfolk being evacuated, and Flag-Officer Tatnall having beeen instructed to prevent the enemy from ascending James River, the Virginia, with very little more, if any lessening of draft, after lightening her to twenty feet six inches aft, with her iron sheathing still extending three feet under water, could have been taken up to Hog Island, in James River, (where the channel is narrow) and could then have prevented the larger vessels and transports of the enemy from ascending. The Court is of the opinion that such a disposition ought to have been made of her, and if it should be ascertained that her provisions could not have been replenished when those on hand were exhausted, *then* the proper time would have arrived for considering the expediency or practicability of striking a last blow at the enemy, or of destroying her.

3d. "In conclusion, the Court is of opinion that the evacuation of Norfolk, the destruction of the Navy Yard and other public property, added to the hasty retreat of the military under General Huger, leaving the batteries unmanned and unprotected, no doubt conspired to produce in the minds of the officers of the Virginia the necessity of her destruction at the time, as, in their opinion the only means left of preventing her from falling into the hands of the enemy; and seems to have precluded the consideration of the possibility of getting her up James River to the point or points indicated."

It is a fact well known in Norfolk, and can be substantiated by gentlemen now living here who were on board the Virginia, that her crew wanted to attack the Monitor and were willing to fight her even under the guns of Fort Monroe, if they had been allowed to do so. We do not pretend to say that this would have been proper, or prudent, but we mention it as a fact not mentioned in Commodore Tatnall's report of the *particulars*, &c.

UNDER FEDERAL MILITARY RULE.

We do not propose in this volume to give much of Norfolk's history during the time she was under the rule of Ben Butler, Viele, Bovey & Co. (names that were not born to die as long as infamy lives), but will make brief mention of a few facts, and then pass on to the "weak, piping times peace." In a future (enlarged) edition of this work, the author proposes to call particular attention to the events that transpired in this city while "Beast Butler" had command and persecuted our people.

The evacuation of Norfolk by the Confederates caused a great deal of anxiety, fear and heart-suffering among the citizens. Aged fathers and mothers, affectionate sisters and daughters, weeping wives and little children, saw their loved ones depart for scenes and dangers unknown, probably never to return again! It was indeed

a trying hour; but the brave hearts who had undertaken the defence of their native State recognized fidelity to no other cause, and with tearful eyes and farewell embraces they left their hearts' treasures in sorrow, and boldly marched forth to battle for the homes they loved so well. Oh! glorious hero is he who freely offers his blood and his life for the sake of liberty and the land which gave him birth. Vile traitor is he who turns his back upon his native or adopted State to battle against the rights and principles which she calls upon him to defend. And yet more infamous, vile and cowardly is the man who has no principles dear to his heart, no pride to make him brave, no holy cause to defend. There are such men as these in the world—some in the North and some in the South, and some in Norfolk as well as other places.

It was not until after the Federals took possession of Norfolk that the honest Southern men and the sneaking hypocrites in the city, were truly known. It was not until then that Ben Butler's thieving propensities, and his impious and merciless acts as a military commander, brought him to the scornful notice of the honest and Christian people of the country. It was not until then that a "scallawag" was known in Virginia—known by the untiring energy he displayed in his efforts to humiliate, degrade and destroy the very people with whom he had lived for life, and among whom he had prospered—known by the bull-dog tenacity with which he clung to the skirts and licked the boots of the Federal officers, ever whispering in their ears tales about honest men's loyalty to the South, and ever trying to sow the seeds of discord and trouble.

Our people will remember that "Beast Butler" ruled them with an iron will, and ordered the execution of Dr. Wright, one of our noblest and best citizens, simply because he dared to shoot down an insolent officer of a negro company, who had grossly insulted him, and would probably have killed him if he had gotten the first chance. This and other great outrages are fresh in the minds of the citizens of our community, and they will be given in detail in a forthcoming edition of this history.

Butler of course removed all good citizens of Norfolk and Portsmouth from office, and filled their places with "scallawags" and "army bummers." He took charge of our city gas works and ran the same "on Government account"—which meant in plain English, for "BUTLER & Co."

As a sample of the Councilmen appointed by the "the Beast" we have only to present our readers with the following preamble and resolutions which were *unanimously* adopted by the Council of Portsmouth, July 13th, 1863, and duly recorded. The said resolutions were offered by R. G. Staples, who was then a conspicuous member of the "Butlerized Council" in the "game cock" city by the sea. Here is the document—it refers particular to the killing

of the soldier by the brave and chivalrous Dr. Wright, in July 1863:

"*Whereas*, By the brutal murder of an officer of the United States forces, by a rabid secessionist of the city of Norfolk; and whereas, we have convincing proof of the dispositions of men in our midst of similar proclivities; be it therefore,

"*Resolved* 1*st*, That the Common Council of the city of Portsmouth has heard with regret of the death of Lieut. A. L. Sanborn, while in the discharge of his official duties, by the hands of a disloyal man.

"*Resolved* 2*nd*, That the sympathies of this Board be extended to the friends and connections of the deceased, and that the members of this Council will attend in a body upon the funeral ceremonies of the deceased.

"*Resolved* 3*rd*, That the Mayor be called upon to request a general suspension of business from one to three P. M., and that the bells of the city be tolled during that time.

"*Resolved* 4*th*, That we call upon the military authorities to bring to speedy and condign punishment the author of this foul crime and treasonable act to his country and his God.

"*Resolved* 5*th*, That this Council deem it the duty of the United States forces to *remove from our midst the foul mouthed traitors* who infest the street corners and market places of our city, plotting treason and even contemplating such deeds of bloodshed as we are now called to reflect upon.

"*Resolved* 6*th*, That the clerk be ordered to furnish copies of these resolutions to the friends of the deceased, and the military authorities of this Department."

[R. G. Staples, at this writing—February 1877—is the Postmaster of Portsmouth; and as it is naturally supposed that the new President of the United States, R. B. Hayes Esq., will make many changes in Federal offices in the South, and as he has evinced *some* disposition to be governed by the wishes of the respectable citizens of the various communities, the aforesaid Staples—ex-Councilman, Postmaster, &c·, circulated a petition to be retained in office, and asked some of the good people of Portsmouth—some of those "foul-mouthed traitors" as he once denominated them, to sign his petition. Verily, such unblushing impudence beats the devil himself. These facts are simply mentioned to show what kind of people old Butler put in office—many of whom were retained by U. S. Grant to reign over and misgovern the affairs of our dear old Virginia. Where such people first came from, no one knows; where they are to go at last, no body cares].

THE NORFOLK SOLDIERS.

Some months previous to the evacuation of Norfolk, "Mahone's Brigade" was formed—that gallant old brigade, which, under its

brave and peerless Commander, Gen. Wm. Mahone, of this city (now of Petersburg), won undying fame and imperishable glory! It was composed of the 6th, 12th, 16th, 41st and 61st Virginia Regiments—each of which has a record in the history of the Army of Northern Virginia, unsurpassed for true courage and deeds of daring. All of the infantry companies from Norfolk were attached to two regiments of this brigade, to wit:

The Norfolk Junior Volunteers were assigned to the 12th Va., Regiment, as Company H. This gallant Company left here under command of Capt. Thos. F. Owens. The officers of the regiment at that time were, Col. D. A. Weisiger; Lieutenant-Colonel, J. Richard Lewellen; Major, John May—all from Petersburg at that time.

The 6th Regiment was under the following officers when it left Norfolk: Colonel, Geo. T. Rogers; Lieutenant-Colonel, Harry Williamson; Major, Robert Taylor; Adjutant, Lieutenant Alex. Tunstall—all of Norfolk and its vicinity. The following companies from the city were assigned to the 6th, and left here under the Captains named, to wit: The Independent Grays, (Co. H), Capt. David Wright; Woodis Rifles, (Co. C), Capt. Jno. Hayman; Co. G (old "Co. F"), Capt. Edward Hardy; Co. D (jocularly called "Ludlow's Pills"), Capt. John R. Ludlow; Co. A, Capt. C. W. Perkinson.

The Norfolk Artillery Companies attached to the Army when the city was evacuated, were these: Norfolk Light Artillery Blues Capt. C. R. Grandy; Huger Battery, Capt. Frank Huger; United Artillery, Capt. Thos. Kevill; Atlantic Artillery, Capt. J. Hardy Hendren. The Blues were furnished with a field battery of six guns a short time after they arrived in Petersburg. The Huger Battery took their guns and horses from here. These two Companies were assigned to temporary duty around Petersburg. The United Artillery Company was assigned to duty at Drury's Bluff. The Atlantic Artillery Company was sent to Richmond in the latter part of May 1862, to man a battery of heavy guns near Fort Harrison. It was afterwards shifted to various parts of the Army as were the Blues' and Huger batteries.

The companies mentioned in the foregoing list did not contain all of the soldiers from Norfolk, for our brave boys were scattered about in various other commands. Some were in companies from the surrounding counties, and some were in commands from other cities and States. We have mentioned in preceding pages of this book the names of some of the gallant patriots from our midst who entered the army in other States before Virginia seceded. To these we would add a few more names which we now recall to memory: the gallant Captain John S. Tucker (now the honored Mayor of Norfolk) lost an arm in the battle of Corinth, (May, 1862,) under

the matchless General Beauregard. Westwood A. Todd (now Deputy Clerk of our Courts) was a brave member of the Petersburg Rifles, 12th Virginia Regiment. John H. Sharp (brother of Charles Sharp, Esq.), and Edward Sinclair Beall (son of the lamented Rev. Upton Beall) were valuable members of the Otey battery, a splendid company from Richmond—first commanded by the fearless Captain G. Gaston Otey, of Lynchburg, and afterwards by Captain D. N. Walker, an accomplished gentleman from Richmond. Colonel William Lamb was in North Carolina; Colonel Walter H. Taylor was with the immortal Lee in West Virginia; Colonel V. D. Groner was on duty in Richmond, and Messrs. Virginius and Robert Freeman were in South Carolina on duty (the former in the navy) when Norfolk was abandoned to the *tender* mercies of Viele, Butler & Co.

There were other brave soldiers from our town scattered about the Confederacy, whose names we cannot now recall—some were killed in battle, some died of disease, and others returned home to their friends and families, proud with the satisfaction of knowing that they had bravely followed Lee, Jackson and Beauregard, and had done their duty to Virginia and to their dear Southern land. How was it with those who hearkened not unto Virginia's call, but shirked duty by remaining at home, while the best blood of our land was being shed in defence of *their* homes and firesides? How did they meet the brave Norfolk soldiers when they returned home from their arduous campaign? No answer can be given.

We cannot undertake to give a history of the valor, the hardships, the sufferings, nor the battles of our brave companies, for it would be too great a task. We are permitted, however, to give the following account of the battle of the Crater, near Petersburg, July 30th, 1864, in which a large majority of the Norfolk soldiers were engaged. It was written by Lieutenant Colonel William H. Stewart, of the 61st Virginia Regiment, "Mahone's old Brigade"—as gallant a soldier as ever braved a bullet—a patriot and a gentleman with but few equals and no superiors:

BATTLE OF THE CRATER.

RECOLLECTIONS OF THE RECAPTURE OF THE LINES—SCENES AND INCIDENTS.

As the wild waves of time rush on, our thoughts now and then run back over the rough billows to buried hopes and unfulfilled anticipations, and oft we linger long and lovingly, as if standing beside the tomb of a cherished parent. Thus the faithful follower of the Southern Cross recalls the proud hopes that led him over long and weary marches and in bloody battles. These foot-sore journeys and hard contested fields are now bright jewels in his life around which the tenderest cords of his heart are closely entwined. They are

monuments of duty! They are sacred resting places for his baffled energies! They are rich mines from which the very humblest actor gathers the wealth of an approving conscience! He hears no peans by a grateful country—no bounty rolls bear his name—yet these are sweet choristers ever chanting priceless praises to the zeal and manhood with which he faced his foe. The veteran of an hundred battles always points with greater pride to one as the crowning glory of the many achievements. So the soldiers of Mahone's Old Brigade look upon the great battle which I shall here attempt to describe.

My little fly tent, scarcely large enough for two persons to lie side by side, was stretched over a platform of rough boards, elevated about two feet above ground, in that little grave-yard on the Wilcox farm, near Petersburg. I was quietly sleeping within it, dreaming, perhaps, of home and all its dear associations (for only a soldier can properly appreciate these), when a deep rumbling sound, that seemed to rend the very earth in twain, startled me from my slumbers, and in an instant I beheld a mountain of curling smoke ascending towards the heavens. The whole camp had been aroused, and all were wondering from whence came this mysterious explosion. It was the morning of Saturday, the 30th day of July, 1864. The long-talk-of mine had been sprung, a battery blown up, and the enemy were already in possession of eight hundred yards of our entrenchments.

Two hundred cannon roared in one accord, as if every lanyard had been pulled by the same hand. The grey fog was floating over the fields, and darkness covered the face of the earth, but the first bright streak of dawn was gently lifting the curtain of night.

The fiery crests of the battlements shone out for miles to our left, and the nitrous vapors rose in huge billows from each line of battle, and sweeping together formed one vast range of gloom.

The sun rose brilliantly, and the great artillery duel still raged in all its grandeur and fury. An occasional shell from a Blakely gun would swoop down in our camp and richochet down the line to our right, forcing us to hug closely the fortifications.

Soon after, Captain Tom. Bernard, General Mahone's courier, came sweeping up the lines on his white charger to the headquarters of Brigadier-General D. A. Weisiger. Then the drums commenced rolling off the the signals, which were followed by "fall in" and hurried roll calls. We were required to drive back the Federals, who were then holding, and within, the very gates of the city of Petersburg. It was startling news; but our soldiers faltered not, and moved off at quick step for the seat of war.

Wright's Georgia Brigade, commanded by Lieutenant-Colonel Hall, and our Virginia Brigade, the latter numbering scarcely eight hundred muskets, constituted the force detailed to dislodge the

enemy, who held the broken lines with more than fifteen thousand men, and these were closely supported by as many more. I remember that our regiment, the Sixty-first, did not exceed two hundred men, including officers and privates, which I am quite sure was the strongest in the two brigades. I suppose we had marched the half of a mile when ordered to halt and strip off all baggage except ammunition and muskets. We then filed to the left a short distance to gain the banks of a small stream in order to be protected from the shells of the Federal batteries by placing a range of hills between. These the enemy were already viewing within four hundred yards with covetous eyes, and making dispositions to attempt their capture, for they were the very keys to the invested city. When nearly opposite the portion of our works held by the Federal troops, we met several soldiers who were in the works at the time of the explosion. Our men began ridiculing them for going to the rear, when one of them remarked: "Ah, boys, you have hot work ahead—they are negroes, and show no quarter." This was the first intimation that we had to fight negro troops, and it seemed to infuse the little band with impetuous daring, as they pressed onward to the fray. I never felt more like fighting in my life. Our comrades had been slaughtered in a most inhuman and brutal manner, and slaves were trampling over their mangled and bleeding corpses. Revenge must have fired every heart and strung every arm with nerves of steel for the Herculean task of blood. We filed up a ditch, which had been dug for safe ingress and egress to and from the earthworks, until we reached the vale between the elevation on which the breastworks were located and the one on the banks of the little stream just mentioned—within two hundred yards of the enemy. The ill-fated battery of six guns which had been demolished by the explosion of eight tons of gunpowder, projected from the line of earthworks for the infantry at an acute angle. It overlooked the enemy's line of works which were on the northeastern slope of the same elevation, distant about one hundred yards.

The "Crater," or excavation, caused by the explosion, was about twenty-five feet deep, one hundred and fifty feet long and fifty feet wide. About seventy-five feet in rear of the supporting earthworks there was a wide ditch with the bank thrown up on the side next the fortifications. This was constructed to protect parties carrying ammunition and rations to the troops. Between this irregular and ungraded embankment and the main line the troops had constructed numerous caves, in which they slept at night to be protected from the mortar shells. The embankment from the bottom of the ditch was about ten feet high and commanded the outer or main line. The space from the outside of the fortifications to the inner edge of the ditch was more than one hundred feet wide.

The "Crater," and the space on both sides for some distance,

were literally crammed with the enemy's troops. They were five lines deep, and must have numbered between fifteen and twenty-five thousand men. Their historians admit that their charge was made by the whole of the Ninth Corps, commanded by General A. E. Burnside, and that the Fifth and a part of the Second Corps were massed in supporting distance.

Mahone's old Brigade, after being deployed, covered their front from the centre of the "Crater" to the right. Their silken banners proudly floating on the breezes, supported by countless bayonets glistening in the sunlight, might on an ordinary occasion have daunted our little band and made them forfeit a trial at arms; but they were desperate and determined, and reckoned not the hosts that confronted them. I recollect counting seven standards in front of our regiment alone. Our column was deployed in the valley before mentioned, in full view of these hostile thousands. As the soldiers filed into line, General Mahone walked from right to left, commanding the men to reserve their fire until they reached the brink of the ditch, and after delivering one volley to use the bayonet. Our line was hardly adjusted, and the Georgians had not commenced to deploy, when the division of negroes, the advance line of the enemy, made an attempt to rise from the ditch and charge. Just at that instant General Mahone ordered a counter charge. The men rushed forward, officers in front, with uncovered heads and waving hats, and grandly and beautifully swept onward over the intervening space with muskets at trail. The enemy sent in the ranks a storm of bullets, and here and there a gallant fellow would fall; but the files would close, still pressing onward, unwavering, into the jaws of death!

The orders of Major General Mahone were obeyed to the very letter, the brink of the ditch was gained before a musket was discharged, the cry "No quarter!" greeted us, the one volley responded, and the bayonet plied with such irresistible vigor as insured success in the shortest space of time. Men fell dead in heaps, and human gore ran in streams that made the very earth mire beneath the tread of the victorious soldiers. The rear ditch being ours, the men mounted the rugged embankment and hurled their foes from the front line up to the very mouth of the "Crater." In the meantime, the Georgia Brigade had charged, but were repulsed; and soon after it was re-formed in column of regiments and again charged, but was met by such a withering fire that it again recoiled with heavy slaughter.

Our bloody work was all done so quickly that I have scarcely an idea of the time it required to accomplish it, some say it was twenty minutes. It was over I am sure about noon, and then for the first time we realized the oppression of the scorching rays of that July sun, and many almost sank from exhaustion. The brigade captured

fifteen battle-flags, and our own regiment owned five of the seven that I had counted in its front. How many men had rallied to each of these captured flags I have no means of ascertaining; but the Ninth Corps had been recently recruited, and its regiments must have been well up towards the thousands, and from these captured flags alone the reader may form an idea of the numbers we had overcome. In that supreme moment, when exulting over a great victory, how great I shall leave for others to judge, as our eyes feel upon the bleeding comrades around us, our hearts sickened within, for more than half our members lay dead, dying, wounded and writhing in agonies around us.

The wonderful triumph had been won at the price of the blood of the bravest and best and truest. Old Company "F," of Norfolk, had carried in twelve men, all of whom were killed or wounded. The Sixth Regiment, to which it was attached, carried in ninety-eight men, and mustered ten for duty at this time. The Sharp-shooters carried in eighty men, and sixteen remained for duty. Nearly half of our own regiment had fallen and the Twelfth, Forty-first and Sixteenth Regiments had suffered in like proportion. Up to this time only an inconsiderable number of prisoners had been captured.

Mention of special acts of bravery would, perhaps, be out of place here, for all who marched from that vale crowned themselves heroes, and need no encomiums from my feeble pen.

During the charge, about fifty yards from the ditch, Captain John W. Wallace, of Company C, Sixty-first Virginia Regiment, was stricken down with a broken thigh. He lay upon his back, refusing to allow his men to take him from the field till the battle was over, waving his hat and urging his men to "Go on; go forward."

Lieutenant St. Julian Wilson, of the same company, was mortally wounded, and died the next day. He was a young officer, generally admired for his gallant conduct on the field and manly Christian virtues in camp.

Captain John T. West, of Company A, encountered two burly negroes at the brink of the ditch, and while parrying their thrusts with his sword, was bayoneted in his shoulder by one of his own men, who was too eager to assist him. Privates Henry J. Butt, Jeremiah Casteen and D. A. Williams, three of the bravest of the brave, from the same company, were instantly killed.

Private John Shepherd, a noble soldier of Company D, was slain just before reaching the main line of breastworks.

Captain W. Scott Sykes, of Company F, Forty-first Va. Regiment, was wounded in the shoulder while gallantly leading his men.

Colonel Harry Williamson, of the Sixth Virginia Regiment, lost an arm.

Captain David Wright, Company H, Sixth Virginia Regiment, was instantly killed while leading his men. He had been promoted from the ranks to Captaincy on account of his gallant and meritorious conduct.

Our townsmen, Judge C. W. Hill and John T. Hill, (of Portsmouth) members of the same regiment, the Sixth Virginia, were wounded almost at the same instant; the former through the left arm, which was afterwards amputated, and the latter through the wrist.

Major W. H. Etheredge, of the Forty-first Regiment, displayed great gallantry, as was always his custom on the field. As he jumped in the ditch, a brave Federal in the front line fired through the traverse and killed a soldier at his side. He immediately dropped his empty musket and snatched another from a cowering comrade to kill Major Etheredge. At this juncture the Major, with remarkable self-possession, caught up two Federals who were crouching, in the ditch, and held their heads together between himself and his determined opponent, swinging them to and fro to cover the sight of the musket, the Federal doing his best to uncover it so as to unharm his friends by his bullet. Peter Gibbs, of the Forty-first Virginia Regiment, rushed to the assistance of the Major, and killed his foe. Gibbs was a gallant soldier, and fought with great desperation. It was said at the time that he slew fourteen men that day.

Captain W. W. Broadbent, the brave commander of the Sharpshooters, was mercilessly murdered; his skull was broken in, and almost every square inch of his body was perforated with a bayonet stab.

Although our principal task was completed, yet more heavy work remained to be done to fully re-establish our lines. Brigadier General Bartlett, with about five hundred men, were cooped up in the "Crater," and their capture was the crowning event of the bloody drama. Our wounded were sent to the rear as fast as possible, and after piling the enemy's dead on each side of the trenches, to make a path-way, our ranks were closed in proper order. We were then ordered to keep up a sharp fire on the enemy's works in front to keep them close, and on the "Crater" to our right to prevent Bartlett's escape, as our position commanded his rear, while Saunders' Alabama Brigade formed in the valley and charged. The Alabamians made a grand charge under a terrible fire, reaching the crest of the "Crater" without faltering, and here a short struggle ensued. They tumbled muskets, clubs, clods of earth and cannon balls into the excavation on the heads of the enemy with telling effect. This novel warfare, as before stated, lasted only a few minutes, when Bartlett ordered up the white flag, and about five hundred prisoners marched to our rear. The negroes among

them were very much alarmed, and vociferously implored for their lives. One old cornfield chap exclaimed: "My God, massa, I never pinted a gun at a white man in all my life; dem nasty, stinking Yankees fotch us here, and we didn't want to come fus!"

The appearance of this rough, irregular hole beggars description. It was estimated that it contained six hundred bodies. The importance of reconstructing this broken line of earthworks at once, prevented the removal of these bodies—therefore, they were buried as they had fallen: in one indiscrimate heap. Spades were brought in, and the earth thrown from the sides of the "Crater" until they were covered a sufficient depth. By 3 o'clock in the afternoon all was over, and we were enjoying a welcome truce.

The extreme heat of the sun had already caused putrefaction to commence, and the bodies in our front and rear, and especially the blood-soaked earth under our feet in the trenches, exhaled such a nauseating smell that I was forced to abandon my supper, although I had not tasted a morsel of food since the previous night.

There were thousands of captured arms around us, and during the night some of our men would shoot ramrods at the enemy just for the fun of hearing them whiz. One that was sent over drew from a Federal the exclamation: "Great God! Johnnie, you are throwing turkey spits and stringing us together over here. Stop it!"

A correspondent of one of the New York dailies, writing a description of this battle from accounts obtained from wounded officers, who had arrived at Washington on the 2d of August, 1864, uses the following language: "Often have the Confederates won encomiums for valor, but never before did they fight with such uncontrollable desperation. It appeared as if our troops were at their mercy, standing helpless or running in terror and shot down like dogs. No such scene has been witnessed in any battle of the war. The charge of the enemy against the negro troops was terrific. With fearful yells they rushed down against them. The negroes at once ran back, breaking through the line of white troops in the rear. Again and again their officers tried to rally them. Words and blows were useless. They were victims of an uncontrollable terror, and human agency could not stop them."

Next morning was a bright and beautiful Sabbath, and nothing of moment occurred. At least three thousand of the Federal dead were still on the field, putrifying under the scorching rays of the sun. I remember a negro between the lines, who had both legs blown off, crawled to the outside of our works, stuck three muskets in the ground, and threw a small piece of tent cloth over them to shelter his head from the hot sunshine. Some of our men managed to shove a cup of water to him, which he drank, and immediately commenced frothing at the mouth, and died in a very

short time afterwards. He had lived in this condition for nearly twenty-four hours.

On Monday morning a truce was granted, and the Federals sent out details to bury their dead between the lines. They dug a long ditch, and placed the bodies crosswise, several layers up, and refilled the ditch, and thus ended the tragic scenes of three days in and around the "Crater."

EIGHTEEN HUNDRED AND SIXTY-FIVE.

The return of our soldiers to their homes can be better imagined than described. The terrible war through which they passed is too well remembered by the people of Norfolk and of the entire South, to be further described in this volume. Many a mourning dress, broken spirit, saddened life, ruined fortune, withered hope, empty sleeve, wooden leg, orphaned child, vacant chair, and nameless grave in our dear old Commonwealth, silently attest its horrors and terrors! Norfolk lost her full share of men in the terrible conflict, and suffered in many other respects. Her brave sons who survived the great struggle settled down to hard work upon their return to their homes, and labored faithfully, to earn an honest livelihood. Those who perished in battle "fell where the shot came thickest," and their names are recorded in the long list of heroes

"Who, vainly brave,
Died for the land they could not save."

But they yet live in the hearts of their comrades, and their glorious deeds of valor will be remembered and cherished as long as Southern hearts are true to Southern principles—as long as liberty is prized, and independence appreciated. To the living comrades of these fallen braves we here say in the language of Thomas Moore—

Forget not the field where they perished.
The truest, the last of the brave.
All gone—and the bright hope we cherish'd
Gone with them, and quench'd in their grave.

Oh! could we from death but recover
Those hearts as they bounded before,
In the face of high heav'n to fight over
That combat for freedom once more.

Could the chain for an instant be riven
Which tyranny flung around us then,
No, 'tis not in Man, nor on Heaven,
To let tyranny bind it again!

But 'tis past—and, tho' blazon'd in story
The name of our victor may be,
Accurst is the march of that glory
Which treads o'er the hearts of the free.

Far dearer the grave or the prison,
Illumed by one patriot name,
Than the trophies of all, who have risen
On liberty's ruins to fame,

* * * * * * * * *

April 11th, the remains of Captain Robert Marsh, who died in North Carolina, arrived here for interment at Cedar Grove Cemetery.

April 16th, the negroes of Norfolk and vicinity had a grand parade in honor of the passage of the Civil Rights bill by Congress; the result of this lawless jubilee, to-wit:—Robt. Whitehurst (white) and his stepmother, Mrs. Charlotte Whitehurst, were deliberately murdered by the infuriated and drunken mob. John Whitehurst, son of the deceased lady, was dangerously wounded; Wm. Moseley, city policeman, badly beaten—his son beaten also; W. Turner, wounded by a sabre cut; Mark Bennett, negro, killed; Lawrence Hampton, small negro boy, bayoneted in the abdomen by a negro in the procession. Several other persons, white and black, slightly injured. [It is said that this procession was headed and marshaled by some renegade white men, who are now in our midst].

April 19th, two negroes assaulted a white man on corner of Main and Church streets and beat him severely. Result—negroes walked off, and the bleeding white man was arrested and sent to the "Hard Labor Prison." [Major P. W. Stanhope, U. S. A., was in command of this post at that time: is he proud of the honor he enjoyed?]

The various disturbances created by insolent negroes in April (1866), and which were winked at by the military authorities, caused much excitement and indignation among the citizens—particularly when Major Stanhope declared that if his command was "menaced by white men," he would "arm the blacks to assist him in carrying out his orders"—this was his language; and at that time new troubles begun in the State.

April 20th, the ferry-boats between this city and Portsmouth, were unconditionally surrendered to the Ferry Committee by the military *satraps*, under special orders from Washington. [Probably one of President Johnson's acts of justice].

On the 19th day of November, Sylvanus Hartshorn died. He was for many years a valuable member of the Councils, and was honored and loved by all who knew him well.

November 21st, the Norfolk *Virginian* saw its first anniversary, and changed hands. G. A. Sykes & Co., the first publishers, sold out to S. Hodges & Co.; and J. Marshall Hanna, Esq., assumed editorial control of the paper as successor of Captain William E. Cameron, of Petersburg.

November 26th, Gens. Jos. E. Johnston, Jno. D. Imboden and H. A. Wise, arrived in this city to close up the affairs of the National Express Company, which was this day sold out under an attachment in favor of Geo. Dey, Esq., for house rent.

November 27th, the Mayor, with numerous citizens and members of the City Council, of Wilmington, Delaware, arrived in this city on a visit. The distinguished visitors were met at the steamer by

Mayor Jno. R. Ludlow, and Committees from both branches of the Council, the Board of Trade, and of the PRESS. At the close of Mayor Ludlow's happy salutation, Mayor J. S. Valentine, of Wilmington, responded in behalf of the excursionists, returning thanks for the kind and courteous greeting extended them. A procession was then formed, and with a band playing "Dixie" the entire party marched to the Opera House, where the Hon. Jno. Goode Jr., on behalf of the city of Norfolk, delivered an eloquent and appropriate address of welcome, which was responded to by S. M. Harrington Esq., a prominent lawyer and former Secretary of the State of Delaware.

The formal reception of the guests being over, the procession was again formed, and after marching through the principal streets, halted at the Atlantic Hotel, at 1 o'clock P. M., where they partook of a lunch, "and so-forth"—particularly the latter, which may be appropriately classed among "creature comforts"—[according to the report of the Council Committee on expenses].

After spending half an hour in "wooding up," the party proceeded to Portsmouth and the Navy Yard, from whence they returned about 4 o'clock P. M., to partake of the splendid collation prepared for them at the hotel. The dining room of the Atlantic was handsomely ornamented, by "mine host" A. G. Newton Esq., with tables running the entire length of the room. The centre table was presided over by Mayor Ludlow at the head, and Gilbert C. Walker Esq., President of the Exchange National Bank, at the foot.

The North table was presided over by Gen. Blow, President of the Common Council, at the head, and Richard Wales Esq., Treasurer of the Seaboard Railroad, at the foot.

At the head of the South table sat Col. W. W. Lamb, with Col. V. D. Groner, Agent of the Norfolk and Petersburg Railroad, at the foot. After the substantials were duly discussed, "refreshing beverages" were ordered and the following toasts were offered and happily responded to :

1. The President of the United States.—May he secure for the country, peace at home and respect abroad.

2.—Delaware—

> "Stand up, stout little Delaware,
> And bid thy volleys roll;
> Though least among the 'old thirteen,'
> We judge thee by thy soul."

3.—Pennsylvania—May she illustrate by her history that her Penn is mightier than the Sword.

4.—New Jersey.—Always "True Blue."

5.—Virginia.—The Old Commonwealth "still lives."

6.—The Mayor of Wilmington.—Our honored guest. Norfolk will always be glad to receive such a *Valentine.*

7.—New Air Line To Wilmington.—May it more than realize the brightest hopes of its enterprising projectors.

8.—Our Railroads.—Iron links which connect our noble harbor with the fertile fields of the Carolinas and the rich plains of the Great West.

9.—Our Canals.—Uniting the waters of Virginia and North Carolina. May their Banks never break.

10.—Commerce.—The magic wand that builds cities in a day.

11.—Manufactures.—The triumph of mind over matter.

12.—Agriculture and Mining.—The source of all material wealth.

13.—Women.—Heaven's last, best gift to man.

The first toast was responded to with three hearty cheers and music, the band playing "Hail to the Chief."

Delaware's toast was responded to by S. M. Harrington, Esq., of Wilmington, who offered in return the following sentiment:

> "God bless the Old Thirteen, that won
> The heritage we call our own;
> God help the Thirty six to save—
> The precious boon the Thirteen gave."

Music—"Auld Lang Syne."

The toast to Pennsylvania brought forth Heister Clymer, Esq., the beaten, but not vanquished, candidate of the Conservatives at the Gubernatorial election in that State. His remarks were magnanimous and manly, and fully showed that Pennsylvania lost by her choice of another.

Mayor Valentine, of Wilmington, responded to the sixth toast in a happy and pleasing manner, which was appreciated and loudly applauded.

The Press being toasted, Frank Wells, Esq., editor of the *Evening Bulletin*, of Philadelphia, and Head Centre of the Press Delegation which accompanied the visitors, replied in their behalf.

There were other speakers, both from home and abroad, who entertained the company until 10 o'clock at night, at which time the visitors departed on board the Steamer City of Norfolk, of the new line, which had just then been established between Norfolk and Philadelphia. They all seemed to be perfectly delighted with our city and the courtesies extended them.

December 4th (1866) the first number of the Norfolk *Journal* was started by a Company composed of the business men of the city, with Colonel J. Richard Lewellen (the "wheel-horse" of the press in Virginia) as Business Manager. The names of the editors were not published at the time.

December 7th, a young Frenchman named C. Jeanneret, boarding at Mr. George J. Oheim's restaurant, committed suicide by blowing out his brains with a pistol. No cause was assigned for the rash act. He was a watchmaker, in the employment of Mr. C. F. Greenwood, and was steady and industrious.

December 8th, early in the morning a fire occurred at corner of Church and Cove streets, which destroyed Mr. R. O. James' grocery store, No. 44 Church street, and No. 46, occupied by A. Ries as a millinery and fancy store; also, a frame house on Cove street. Several other stores between James' and the Opera House were badly damaged. The conflagration was caused by the explosion of a keg of powder in the grocery store.

December 8th, at half-past three o'clock in the morning (Saturday), the steamer Thomas Kelso, Captain Cralle, of the Old Bay Line, while en route to Norfolk from Baltimore, exploded her steam drum when about five miles north of Wolf Trap Light-boat, in Chesapeake Bay, 45 miles from Norfolk, off mouth of the Rappahannock river. The persons killed and wounded by this sad accident were as follows: Thomas Ennis, Charles Adams, and another man, name unknown, all colored coal-heavers, were instantly killed. Herman Butts, fireman, mortally wounded—died next day.

Passengers Injured.—Stephen Hayes, badly scalded; James Davis, slightly; Major Eugene Carter, hands, slightly; Mrs. James, Southampton county, Va., slightly; Edward Zoeller, slightly; George Pickett, slightly; Dr. A. F. Osborne, Oxford, N. C., badly; Charles W. Mixon, Chowan county, N. C., very badly; John T. Cowling, Nansemond county, Va., slight; L. A. Langteller, hands, slight.

Officers and Hands Injured.—Charles Reeder, Baltimore, Chief Engineer; V. Wilson, Assistant Engineer; R. W. Waldrop, Baggage Agent; William Holt, Fireman; John Rowan, slight; Samuel McKenny, badly; Samuel Young, colored, slight; Joseph Boston, colored, slight; John Thomas, colored, slight; John Coburn, slight.

Captain Cralle, the commander of the Kelso, was slightly injured in the hand. Rev. H. B. Cowles, of Dinwiddie county, Va., and Rev. J. C. Granberry, wife and child were on board and escaped unhurt. Dr. Purcell, of Baltimore, and Dr. Wilson, of Winton, N. C., were on board, and did all they could for the scalded. The steamer City of Norfolk, of the Annamessic Line, took the passengers off the Kelso at 10 o'clock A. M. About twenty horses and mules belonging to Mr. C. W. Mixon were scalded and ruined.

On board the City of Norfolk, the passengers assembled together, and thanks were returned to Almighty God for His merciful deliverance by Revs. H. B. Cowles and J. C. Granberry. W. B. Wellons, a passenger on the City of Norfolk, conducted the exercises.

Mr. Charles Reeder, who was badly scalded, escaped with his life by holding his handkerchief to his mouth. A remarkable instance of presence of mind.

On Saturday evening the steamers John Sylvester (Captain Z. Gifford) and Eolus (Captain P. McCarrick) were despatched to the scene of the disaster to extricate the Kelso and bring her to the city. That duty was performed with the promptness that always distinguished the movements of these two fine boats, and at daylight next morning the Kelso was safely moored at the wharf of the Seaboard and Roanoke Railroad in Portsmouth.

The wounded persons were conveyed to the Hospital of St. Vincent de Paul, and during the night the following physicians were in attendance on the sufferers, viz: Drs. R. W. Rose, S. J. Browne, S. K. Jackson, Samuel Selden, H. M. Nash and D. M. Sterling, aided by John R. Todd, Esq., druggist, who furnished the medical corps with bandages, lint, stimulants and dressing.

December 10th, an accident occurred on the Norfolk and Petersburg Railroad, at the drawbridge over the Albemarle and Chesapeake Canal, which resulted in the death of Mr. George W. Glenn, the draw-tender—a worthy man, and a native of Norfolk. On the same day the remains of Harry Hill (of the United Fire Company) were buried, and the death of Ryland Capps, a member of the Select Council, occurred. Mr. Capps' death was the result of a chronic disease.

December 17th, the Washington and Lee Association, organized by our dear ladies for the purpose of aiding in the support of destitute Confederate orphans, held a meeting and elected the following officers, viz: President, Miss H. L. Hunter; Vice Presidents, Mrs. F. Mallory and Mrs. L. M. Lee; Secretary, Mrs. William H. Broughton; Treasurer, Mrs. S. Bagnall.

On motion, the vote upon the election of Directresses was taken separately, and the following ladies unanimously elected: Miss H. L. Hunter, Mrs. F. Mallory, Mrs. W. H. Broughton, Mrs. O. S. Barten, Mrs. M. Parks, Mrs. A. G. Newton, Mrs. George Dey, Mrs. Nock, Mrs. Cofer, Mrs. Godfrey, Mrs. John Peters, Mrs. I. O. Gardner, Mrs. John B. Whitehead, Mrs. George C. Reid, Mrs. E. A. Hallett, Mrs. E. Campe, Mrs. Wertheimer, Mrs. Leroy M. Lee, Mrs. T. Bagnall, Mrs. A. F. Leonard, Mrs. G. R. Wilson, Miss Sarah Leigh, Mrs. S. R. Borum, Mrs. J. Rich'd Lewellen, Miss Virginia Fiveash, Mrs. K. Biggs, Mrs. S. S. Stubbs, Mrs. J. C. Kendall, Mrs. W. D. Reynolds, Mrs. G. D. Armstrong, Mrs. C. F. McIntosh, Mrs. Seldner.

The office of Itinerant President and General Agent was abolished, and the sum of one hundred dollars was directed to be paid to Mrs. Dr. J. S. Farrar in consideration of her services.

December 21st, our policemen were first uniformed. The *Vir-*

ginian of that date says: "The new police will be placed on duty to-day—or at least eight of them—being the number chosen to guard the city from harm while the sun shines. The Sergeants appointed for the force by the Mayor, being four in number, are: John Burke, C. C. Benson, William H. Frost and John Smith. The entire force will be under the immediate charge of Captain Guy and Lieutenant Gray. Sergeant Frost and eight men, viz: William Mosely, Mathias Ward, Baker Ward, John Webber, John Banks, Joseph Taylor, Joseph Evans and S. B. Gwynn will be posted on their beats this morning by Sergeant Burke, and will be in full uniform. It will be a novel sight to our citizens, but they will soon get used to the new order of things."

EIGHTEEN HUNDRED AND SIXTY-SEVEN.

This new year began very quietly in Norfolk, and the prospects for an increase of trade were not at all flattering.

January 3d, the United Fire Company, Captain Edward Lakin, enjoyed a magnificent banquet, prepared in honor of their anniversary day. Speeches were made on that occasion by Mayor Ludlow, ex-Mayor Lamb, Colonel V. D. Groner, Dr. E. C. Robinson (then State Senator), Colonel William Lamb, Captain Thomas Kevill, Chief of the Fire Department, Captain James E. Barry and others. A letter was read from General Mahone, expressing regret at not being able to attend the banquet. Dan Knowles sang several songs, and the evening was pleasantly spent.

January 8th, Tuesday morning at 1 o'clock, the Atlantic Hotel took fire and was entirely consumed. [It was then situated on Main street, between Gray and Bank streets—nearly opposite Roanoke Avenue]. The stores under the hotel were also consumed, to wit: Ludlow & Wilson's drug store; Samuel R. Borum's liquor store, and Vickery & Co.'s book store. The Banking-house of Messrs. R. H. Chamberlain & Son, adjoining the hotel—(next to the First National Bank), was also burned down. The property destroyed was nearly covered by insurance, except that of Mr. A. G. Newton, the proprietor of the hotel, who lost about $20,000, more than his furniture, &c., was insured for—the total amount of his policies being only $15,000, and his loss being about $35,000. Our firemen worked bravely at that fire, but the lack of water prevented their efforts from being successful.

December 8th, the Ladies of St. Mary's Catholic Church Fair raffled off a handsome gold-headed cane, which was made from some of the timber of the Confederate Iron-Clad Steamer Virginia, as a present to Hon. Jefferson Davis, (Ex-President of the Confederate States) then confined as a prisoner of war in Fort Monroe by the United States authorities. The person who won the prize had the pleasure of presenting the same to Mr. Davis, and the lucky indi-

vidual was our good citizen, John O. Gamage, Esq., who took the cane down to the Fort and presented it in person.

January 14th, Thomas Portlock, an aged citizen, departed this life. He was a native of the county.

January 21st, a committee consisting of Messrs. John E. Doyle, J. M. Freeman and Wm. H. Turner, appointed by the Atlantic Hotel Company, to solicit stock subscriptions for the purpose of rebuilding the hotel, commenced their work.

January 25th, Wm. D. Bagnall departed this life in the sixty-third year of his age. For thirty years he had been an Elder in the Presbyterian Church. "Blessed are the dead who die in the Lord—Even so saith the Spirit, for they rest from their labors."

February 1st, the National Hotel again came into the possession of Major J. M. Walters, as its popular proprietor.

February 16th, Wm. Roscoe Leigh, a generous and noble citizen, departed this life. He was endeared to all who knew him.

February 28th, some excitement was created by the arrest (under the Civil Rights Act) of our City Magistrates, to wit: Wm. W. Lamb, A. L. Hill, John E. Doyle, Conway Whittle and S. Marsh Esqs., on the charge of refusing (as a Court) to admit the evidence of some negroes whom Chas. H. Porter (a radical attorney) desired to introduce as witnesses in a larceny case. The order of arrest was issued by B. B. Foster, United States Commissioner, and served by U. S. Marshal Croft. After a hearing by the Commissioner, Mr. A. L. Hill was discharged, on the grounds that *he* was willing to admit the evidence of the colored people, and never refused to do so. But the other four gentlemen were sent on for trial before the notorious Judge Underwood, and were made to give bonds and security in the sum of $500 each for their appearance. [Foster's act needs no comment here].

March 4th, the "Tazewell Literary Association celebrated its second anniversary, by an elegant supper and social entertainment, which took place at the residence of Nat Burruss Esq., on Freemason street—Mr. B. being a valued member of the Society. Guests were invited and the entire evening was pleasantly and profitably enjoyed. The President of the Association, M. Glennan Esq., presided, and did the honors with becoming dignity and in his usual suave and easy manner. Speeches were made in reply to various sentiments by Mr. Glennan, Mayor Ludlow, Col. Lewellen, Messrs. Segar, Lamb, Rogers, Freeman, Burruss, and in fact by nearly every member of the Society—all of which were replete with wit and wisdom, and in every way worthy of the literary reputation and good sense of the several gentlemen who spoke.

The following reminiscence of the days of slavery, when Sambo was free to put away one wife and take unto himself another, like

the Patriarchs of old, will be interesting, now that things have changed so radically:

"APRIL THE 20, 1862 EASTERN-SHORE VA.

My Dear Wife I imbrace this opportunity to write these few lines to you in order I am Well And to Let you that Advertay Power has keeps me Away from you So you is well to be deed From me And so if you Can get any one That Will Take Care of you and your Children you better do so my Dear Wife I Will be glad to hear from you I give you this Write to have a husband my Self You have bin a Lady to me all of Days I have got me a Wife my Self is in deed for I was blist to do so your Dear be Love Husband I hope the Lord Will Ad his blesing to those few line.

Frum MR. ISAAC WISE North Hampton County to his fust wife Lizer in the city uv Norfolk Virginny."

[The above letter was published in March 1867, in the same spirit which prompts its publication here; but it made some Yankee philanthropists "awful mad" when they saw it—in fact, a Northern lady denounced it as a "disgraceful lie!"]

April 7th, our esteemed fellow citizen, Edward P. Tabb, departed this life in the 57th year of his age. He was a successful merchant, an useful member of the Councils for many years, an honorable, upright and praiseworthy citizen. His death was a great loss to the community.

April 15th, Monday night, the Union Hook and Ladder Company, C. T. Tooker, Foreman, held a meeting and unanimously agreed to disband. On the 9th instant, the Company was re-organized at the office of Chief Engineer Thos. Kevill, and the following officers elected: Captain, Wm. E. Foster; Assistants, G. R. Hanfts and A. J. Manning; Secretary, James F. Milligan; Treasurer, Henry Jordan.

April 22d, G. R. Sneed, formerly of Portsmouth, departed this life.

April 23d, C. W. Trower, a citizen of Norfolk, was drowned by falling overboard from the steamer Thomas A. Morgan, while off Egg Island, b low the Pocosin river. The deceased was a great favorite with the steamboat men.

April 24th, the the United Fire Company visited Petersburg, under command of Captain Edward Lakin, and had "a glorious time."

May 2d, Henry Rolland departed this life in the 84th year of his age. He was a Frenchman by birth, and was for twenty-five years connected with the Bank of Virginia. "An honest man, the noblest work of God."

May 6th, the Washington Fire Company from Wilmington, Del., arrived here on a visit, and were royally entertained by our gallant firemen.

May 8th, A. A. McCullough's warehouse at the foot of Church street, was destoyed by fire. Much of Mr. M.'s stock (lime, &c.,) was saved by the efforts of our firemen, aided by their visitors, the Washington Fire Company, of Wilmington, Del.

May 14, the Hon. Jefferson Davis arrived in the city on the steamer Niagara from Richmond, bound for Canada, to join his family there. A large number of citizens paid their respects to the unfortunate but dearly loved ex-President of the lost Confederacy. [Mr. Davis had appeared before the United States Court in Richmond, the day previous, on the charge of high treason to the United States Government, and was admitted to bail in the sum of $100,000 to appear before the Court the following November. The United States Judge (Underwood) required half of the bail to be given by persons residing in the State of Virginia. Among his bondsmen were the following well-known names: Horace Greeley, Esq., Gerritt Smith, Esq., and Augustus Schell, Esq., of New York; A. Jackman, Esq., of Philadelphia; Hon. John Minor Botts and Franklin Stearns, Esq., of Richmond. Hon. Charles O'Connor, of New York, appeared as counsel for Mr. Davis].

May 30th, two houses, Nos. 22 and 24, on the west side of Market square, owned by the estate of John E. Tunis, deceased, fell to the ground, caused by the digging of a foundation adjoining them for the erection of Messrs. E. P. Tabb & Co.'s large warehouse. A lady named Mrs. Cheshire, wife of William Cheshire, Esq., was killed by the falling buildings, and several other persons more or less injured.

June 18th, the funeral of our lamented citizen, Alexander Bell, took place from Christ Church.

June 27th, early, in the morning, an iron safe containing about $2,000 in money and many valuable papers, was stolen from the premises of Mr. Daniel Moloney, No. 32 Union street.

June 22d, Captain Elias Guy died. He had been Chief of Police for a long time, and was ever faithful in the discharge of his duty. An useful citizen, devoted husband, kind father, generous friend, and a consistent and upright man, were the chief characteristics of his nature. He was buried by the Odd Fellows, of which Order he was a shining light.

July 24th, George Martin, alias Martin Madison, fireman on the steamship Niagara, was killed by a man named George Smith, residing on Water street, near Town Point. The faithlessness of Smith's wife was the sole cause of the murder. Smith was sent on for trial, and bail refused.

August 8th, the Bollingbrook Fire Company of Petersburg paid a visit to Norfolk. They were received by the "Hope" Company of this city, Chas. B. Langley, Captain.

August 29th, the building of the new Atlantic Hotel (the present

handsome structure on Granby street), was begun by digging for the foundation. Mr. Chas. Reid, President of the Hotel Company, "broke the first ground and threw the first spade full of dirt into a cart" at the new location. Messrs. Brown and Face received the contract for the brick work of the building. [About that time a large number of new buildings were going up in our midst].

September 3d, the State's interest in the Dismal Swamp Canal, 660 shares, was sold by Messrs. Leigh Bros. & Phelps, auctioneers, at $13.00 per share—Col. T. J. Corprew and Wm. H. C. Ellis Esq., being the purchasers. The par value of this stock was $250.00 per share, and the sale of the State's interest at such a great sacrifice was an astonishing event.

September 15th, Col. Thos. J. Corprew resigned his position as Treasurer of the Norfolk and Petersburg Railroad, much to the regret of the President and Board of Directors. [The resignation was afterwards reconsidered].

September 16th, the Creighton Base Ball Club went to Suffolk to play the "home-and-home game" with the Petersburg Independent Club. These clubs had previously played two games—the Creightons winning the one played in Norfolk, and the Independents the one played in Petersburg. The third game (at Suffolk) was also won by the Creightons by a score of 43 to 9.

September 18th, the Old Street Fire Company, from Petersburg, visited Norfolk as the guests of the United Fire Company, and were handsomely entertained.

At a meeting of the Board of Directors of the Merchants' and Mechanics' Exchange, held on Saturday evening, September 21, 1867, it was

"*Resolved*, That a meeting of the merchants and citizens generally be called on next Saturday evening, September 28th, at 8 o'clock, at the City Hall, to hear addresses from General George Blow and Colonel William Lamb in behalf of the Norfolk and Great Western Railroad, and to take such action as may then be deemed expedient in regard to said road.

"General Tochman, the agent of the Virginia Immigration Society, being introduced, addressed the Board in behalf of the Society, after which, on motion, it was

"*Resolved*, That we have listened with much interest to the remarks of General Tochman in behalf of immigration to Virginia, and in aid of the Polish exiles now in the county of Spotsylvania, and we commend him to the favorable consideration of the merchants and citizens of Norfolk.

"(Signed) J. R. RICKS, *Secretary*."

During the latter part of this month a new bank was formed here, called "The People's Bank," and the following officers were elected: President, J. C. Deming; Cashier, W. S. Wilkinson;

Directors, J. C. Deming, Washington Reed, A. L. Seabury, T. D. Toy, W. J. Hardy, E. W. Moore, J. Vickery, James E. Barry, Gilbert Elliott.

October 11th, Mr. Thomas Mehegan, an old and respectable citizen of Norfolk, died at the residence of his son on Church street, in the 70th year of his age.

October 15th, the corner-stone of the new Atlantic Hotel was formally laid by the Masonic fraternity. It was a gala day with our citizens. The buzz of preparation about the various Lodges was a noticeable feature during the day, and towards the hour appointed throngs of ladies, gentlemen and children might be seen wending their way to the location of the building. Ample preparations had been made for the comfort of the ladies, by the erection of a platform sufficiently roomy and secure, and the police were stationed about the locality to preserve order and decorum among the throng.

According to notice the various Lodges assembled at the Masonic Hall at 3 o'clock. The Portsmouth Lodges arriving at the time, proceeded to the Hall for the purpose of uniting with the city Lodges in the ceremony. The procession formed at the appointed hour, and under the direction of the chief marshal, J. G. Smith, passed down Church street to Main, along Main to Bank and Catharine, up these streets to Freemason, along Freemason to Granby, and down Granby to the site of the Hotel in the following order:

Band of the New Hampshire.
Portsmouth Naval Lodge No. 100.
Mount Vernon Lodge No. 166, Portsmouth.
Owens Lodge, U. D.
Atlantic Lodge No. 2.
Norfolk Lodge No. 1.

Worshipful Master and Master of Ceremonies, Robert Santos; Orator of the occasion, James Barron Hope, and Chaplain, Rev. Mr. Pettit.

Transient members of other Lodges.

At the scene of the ceremonies the crowd was very large. The vast platform was thronged with the beauty of the two cities, and the bright, beaming faces added much to the interest of the occasion. The windows of the surrounding houses were also in use by the fair ones. The trees in the neighborhood were occupied by boys, and a vast crowd filled the street in front of the building.

The northeast corner of the new building, fronting on Granby street, was the one selected for laying the stone, which was composed of granite, having a cavity in it, in which the box, containing various articles, was deposited. Among the articles deposited were the following from S. R. Borum, Esq.:

One bottle pale Hennessey brandy, and one bottle London Dock

brandy—vintage of 1858—imported by Mr. Borum September, 1867.

One copy of the *City Index*, dated November 17, 1858, and published by Borum & McLean.

One copy of the Wilmington, N. C., *Journal*, dated July 9, 1862, and containing the military operations of the war, during the first year of its existence, from the "commission of the overt act" by Major Anderson, December 26, 1860. Compiled by the Charleston *Courier*.

One copy each of the Norfolk *Virginian*, *Journal* and *Day Book*, dated October 15, 1867, and one copy of the *Merchants' Weekly Trade Circular*, dated October 10, 1867.

The following paper was also placed in the box by the officers of the Hotel Company:

"The Norfolk Hotel Company, having for its object the erection of a new hotel in this city, was incorporated by the Worshipful Court of Norfolk county, on the 29th day of June, 1867.

The officers of the Company at the time of incorporation were: W. E. Taylor, President; R. H. Chamberlaine, Treasurer; Henry Ghiselin, Secretary; Henry Irwin, F. F. Ferguson, John H. Rowland, J. I. Bloodgood, Jas. H. Johnson and Chas. Reid Directors.

On the 19th of April, 1858, the company contracted with Wm. Callis, of this city, to build a hotel on the corner of Main and Gray streets, in accordance with plans and specifications prepared by Lind & Murdoch, architects of the city of Baltimore, Md.

The house then contracted for was called the Atlantic Hotel, and having been completed, was leased on the 14th day of July, 1859, for a period of five years, to A. G. Newton, formerly of Alexandria, Va. At the expiration of the term of lease, it was again rented to Mr. Newton, who continued to occupy it until the 8th of January, 1867, when it was totally destroyed by fire.

The company, having increased its capital stock by new subscriptions determined to erect another hotel in place of the Atlantic, and contracted with V. J. Clutter, of the city of Richmond, Va., on the 19th day of August, 1867, to build this house, which is to be known as the "Atlantic Hotel."

The plan of this hotel was designed by E. G. Lind, architect, of the city of Baltimore, (one of the firm which furnished the design of the Atlantic) and, by the terms of the contract the house is to be completed on the 1st day of July, 1868.

The officers of the company at this time were as follows:

Chas. Reid, President and Treasurer; Henry Ghiselin, Secretary; F. F. Ferguson, S. R. Borum, Kader Biggs, C. W. Grandy, Cicero Burruss, Thomas B. Rowland, Richard Dickson, Directors."

After singing a Masonic Ode, the Master of Ceremonies, R. W. Santos, made the following address:

"My Friends—Our ancient Masonic Order is assembled here at this time, by invitation of the Norfolk Hotel Company for the purpose of laying the corner stone of their new hotel with Masonic rites.

Our fraternity, as Speculative Masons, is often called upon to perform this work, which is properly the work of the Operative Masons. We, as Free and Accepted Masons, have selected the tools and implements of architecture as symbolic emblems most expressive, to imprint on the mind wise and serious truths. For us all the implements of Masonry have a beautiful moral signification, and inculate an important duty of life.

To symbolize the one we are now about to perform—the Operative Masons tries each stone by the square, level and plumb—we are taught to square every action of our life by the square of morality, seeing that no presumption or vain glory causes us to transcend the level of our allotted sphere of life, and no vicious propensity lead us swerve from the plumb line of rectitude. And thus, as the master workman proves every part of the building true and trusty, so will our eclestial Grand Master accord to us the plaudit of well done, good and faithful servants."

After the address, Chaplain Pettit offered up a fervent prayer, at the conclusion of which the band played, and the Master of Ceremonies proceeded to lay the stone.

Turning to the architect, he asked the question, "What is the proper intrument used by a Master Mason?" and was answered, "The Trowel."

Then taking the plumb in hand, he remarked: "The plumb is used by Operative Masons to try perpendiculars, the square, to square the work, and the level to prove horizontals; and having tried this stone, I now pronounce it well formed, true and trusty."

The Masonic consecration then took place. Taking corn, wine and oil, and pouring them on the stone, he remarked: "Corn is emblematical of health, wine of peace and oil of plenty; and may those who are engaged on this building be protected from accidents, and those who are to occupy it enjoy health, nourishment, joy and gladness." The assembled Masons then exclaimed thrice: "The will of God accomplished, so mote it be; amen"—the band playing joyful music.

The trowel was then handed to Mr. Linn by the master of ceremonies, who remarked: "I now hand you the trowel, recognizing you as a Master Mason, fully versed in the arts of Masonry." Then turning to those assembled, he introduced Captain James Barron Hope, the orator, as follows:

"It is customary on occasions similar to this to have a Masonic address. Our Brother Hope has kindly *consented* to serve us in this capacity, and I accordingly introduce him to the assembly."

Captain Hope's oration was a grand one and delighted the vast assemblage. The conclusion of the oration ended the ceremonies, and the crowd dispersed.

October 16th, the Norfolk Opera House was under the management of Sardo & Co., with Mr. George Kunkel as director. Mr. E. Eddy, a fine tragedian, delighted our play-goers in the great charactor of Damon, in Damon and Pythias.

October 18th, Colonel Gilbert C. Walker and Dr. W. W. Wing, were nominated as Conservative candidates for election as the Representatives of Norfolk in the Constitutional Convention of the State—a Convention ordered by the United States Military Commander of the State, under orders from Washington, for the purpose of adopting a new Constitution upon which the old "Mother of States and of Statesmen" was to be admitted " back into the Union." [This was an admission that the State *had* been *out* of the Union—a virtual acknowledgement of the right of Secession, against which the general Government had fought so long and earnestly].

October 22d and 23d, the two delegates to represent the city in the State Convention, were chosen by popular vote. To the blacks it was indeed a joyous occasion, the day having at length arrived upon which they could exercise for the first time the long-coveted privilege, the right of franchise. Long before the hour appointed for opening the polls, dense crowds of them congregated at all the polling places, waiting with feverish anxiety until they could perform the highest obligation known to freemen.

The police were stationed in strong force at each precinct, and by their presence prevented any confusion and disorder that might possibly have arisen under the unusual circumstances. Everything passed off quietly and each voter, after depositing his ballot, was required to make room for those behind him.

From the thorough organization of the negroes, they were enabled to poll almost their entire strength before two o'clock, and their carriages were kept busy, flying hither and thither, wherever a vote was to be picked up; but the whites, on the contrary, exhibited a strange apathy and listlessness, utterly unaccountable.

The Republican party in the city, composed then (as it is now) almost entirely of negroes, with a slight addition of carpet-baggers and scallawags, had two candidates in the field, viz: Henry M. Bowden, white, and " Dr." Thomas Bayne, colored. The result of the election was a victory for the negro party, as the following vote will show—[note the difference between the white and the black vote—Hall, was an independent candidate]:

Total number of white votes polled for the candidates were: Col. Gilbert C. Walker, 1,503; Dr. Warren W. Wing, 1,471; Bowden, 62; Hall, 71; Bayne, 9.

Total number of negro votes polled for the candidates: Bowden, 1,810; Bayne, 1,768; Walker, 22; Wing, 6; Hall, 38.

Total number of white polled, 1,576; negro votes, 1,823.

Bowden's majority over Walker, 347; Bayne's majority over Walker, 252; Bowden's majority over Wing, 395; Bayne's majority over Wing, 300.

So, Bowden and Bayne were the elected delegates from the city of Norfolk, to aid in the work of making laws for the people of this State to live under—what laws they made, are well known to our people.

October 26th, Francis F. Butt, a respected young citizen and gallant Confederate soldier, died in the 36th year of his age.

October 31st, George Smith was tried for the murder of Martin Madison, and acquitted—Charles H. Porter, counsel for the Commonwealth, and Colonel J. W. Hinton, for the defense.

November 9th, our esteemed fellow citizen Simon S. Stubbs departed this life in the 59th year of his age, after a long and painful illness which he bore with Christian fortitude and resignation. He was a distinguished member of the Norfolk Bar.

November 16th, the *Southern Opinion*, a newspaper published in Richmond, thus spoke of the Norfolk members of the Virginia House of Delegates:

"The Norfolk delegation, composed of Messrs. John Goode and A. F. Leonard, is an able one; and what is better, they have no antagonistic interests to sever their votes upon measures affecting the welfare of the "city by the sea."

"Mr. Goode is a lawyer of methodical mind, that in its astuteness reminds us of Edmund Burke. He is emphatically an easy speaker—not easy in the sense that such an expression usually conveys—but easy as the flow of a strong current, that is not broken, or obstructed or impeded by obstacles, but carries the obstacles from their moorings resistlessly upon its tide. He is not a studied orator, but nevertheless he is the most effective of orators by the very force and correctness of his opinions. He possesses the art of making converts of those who would otherwise remain skeptics. Physically considered, Mr. Goode is a beau ideal of legislators, and though the least presumptuous, is the most prominent member of the body."

"Mr. Leonard is a deep thinker and planner, and some of the most valuable measures affecting the interests of his section have emanated from his brain. His intellectual weight is felt in the House, though he speaks but little, and then only when the local interest of bills calls him forth."

November 17th, General B. F. Butler—*alias*, "Picayune," "Beast," &c., arrived in this city. When he landed, an Irish hackman named Adams, be it said to his credit, refused to allow the

distinguished (!) General to ride in his carriage. On the 19th instant, the Norfolk *Virginian* contained the following article:

"The Spoons, Forks and other articles of Silver Ware in the city of Norfolk held a meeting on Sunday evening, in which the Committee on Public Safety reported the following preamble and resolutions as expressive of the objects of the Convention:

"WHEREAS, we are reliably informed that the immortal hero, B. F. B., has arrived in Norfolk, with his eyes ingeniously adjusted to look two ways at once; and

"WHEREAS, it is reasonable to suppose that he meditates disturbing our domestic tranquility, and breaking up our family relations; and

"WHEREAS, under these circumstances it becomes our duty to provide for our own safety and that of our families; therefore be it

"*Resolved*, That the presence of B. F. B. in Norfolk furnishes us a warning which we should not disregard.

"*Resolved*, That the best way in which this danger should be avoided is taught in the campaigns of B. F. B. himself.

"*Resolved*, That acting on hints thus furnished, we recommend immediate flight and concealment.

"A jingle of approbation ran round the hall as the chairman concluded his report. When this subsided, a massive Punch Ladle arose and addressed the chair. The Ladle said that it approved the report fully; it looked around the assembly and missed many familiar pieces of plate; it heard from all parts of the country that B. F. B. had an inexorable animosity against spoons, which he cruelly tortured over a fire, and reduced to the inferior condition of ingots. [Applause]. 'Yes, Mr. Chairman,' continued the Ladle, 'Yes, I understand that butlerization and vulcanization are synonymous terms. [Applause]. The question as to how we shall escape so dreadful a fate has been well met by the Committee. [Sensation]. It only remains for us to decide what method we shall elect. For my part, I prefer to be buried at midnight in an obscure corner.'

"The Ladle then moved the adoption of the report of the Committee on Safety. The motion was seconded by a large and battered Tea Pot. The Tea Pot concurred in all that had been said by its friend, the Ladle. It spoke by experience, having remained a whole year in the northeast corner of a capacious cistern. Its present battered condition was to be attributed to that fact; but it thanked Heaven it had escaped the perils of cold water and B. F. B. combined, and trusted that its friends then present would be equally fortunate. [Applause]. At this moment a bran new Spoon, that glittered like a moonbeam, ran into the hall and cried out, 'I saw a crossed-eyed man coming this way." A sudden clatter shook the room. Ladles, Spoons, Forks, Tea-trays, Salvers, Urns, Butter Knives, Dishes, and a thousand other articles sprang

to their feet in the wildest confusion, and bolted for the door. During the night an extraordinary series of plumps into neighboring cisterns were remarked on by the watchmen, and it is supposed that the entire supply of domestic silver in Norfolk has betaken itself to those old familiar haunts as a wise precaution against our '*distinguished visitor.*'"

Butler left the city that afternoon—the 19th.

November 25th, Mr. John White, one of Norfolk's best firemen, departed this life in the 33d year of his age. The entire Department paraded at his funeral.

December 2d, at night a large and enthusiastic meeting of the white citizens of Norfolk was held at the Courthouse, when the Conservative party of the city was systematically organized. Speeches were made by Governor Vance, of North Carolina, and Messrs. C. W. Newton, J. W. Hinton and John Goode, Jr. Mr. Newton presided over the meeting, and Messrs. W. S. Forrest and W. A. S. Taylor acted as Secretaries.

December 30th, a terrible storm prevailed here, which prevented the Baltimore and Philadelphia steamers from leaving their wharves to make their regular trips up the Bay.

EIGHTEEN HUNDRED AND SIXTY-EIGHT.

February 1st, the extensive barrel and stave factory of Messrs. Storms, Baird & Roper was destroyed by fire. Over one hundred persons were thrown out of employment by this destructive conflagration.

February 6th, occurred the funeral of Mrs. Blow, consort of General George Blow. A large concourse of people paid the last sad tribute of respect to the memory of that estimable lady.

February 17th, Burruss & Rogers' row of houses on Roanoke avenue was badly damaged by fire. The alarm was sounded at 2 o'clock in the morning, and the firemen were promptly on the spot, but could not prevent a great destruction of property. The whole district visited by the fire comprises a number of tenements, which were occupied as follows, and all of which were more or less damaged:

No. 8, frame building, was occupied by negroes in the basement, and the other floors by several white families. The furniture in this building was partially saved. No. 10, on the first floor, the telegraph office, and the floor above, Rice's job printing establishment. No. 12, S. R. Borum's liquor store, above which was J. Parker Jordan's law office, in the rear of which was Colonel J. Rich'd Lewellen's sleeping apartments, wherein was stored a quantity of household furniture, all of which was a total loss. No. 14, Merchants' Exchange, over which was the law office of W. R. Pearce, with a picture frame factory in the rear. No. 16, J. T. Jones' auction rooms. No. 18, *Journal* office, with editorial and

composing rooms up-stairs. No. 20, A. E. Smith's restaurant, over which was the *Journal* job office. No. 22, F. F. Ferguson's auction house, with the *Journal's* job office also extended. Next to this row was the store of W. G. Webber, whose stock was considerably damaged by water.

The losses on the stocks contained in the several buildings were very considerable, principally from water, and were only partially covered by insurance. The *Journal* office was somewhat damaged by water. F. F. Ferguson, auctioneer, slightly damaged by water. Messrs. S. R. Borum and W. G. Webber lost heavily by water and damage in moving their stocks. Mr. Jordan's loss was considerable in books and papers. Colonel Lewellen lost heavily in furniture, upon which there was no insurance. Mr. Rice estimated the damage to his job office at $3,000, partially covered by an insurance of $2,000. The telegraph office was moved with only trifling loss.

February 13th, the *Virginian* contained the following short but sad story. It explains all except the name of the base man who wrought the ruin spoken of:

"When the Forty-first Virginia Regiment was stationed here in 1861 and 1862, one of the members of Company B induced his wife to leave her home in Petersburg and visit this city. She came, and after remaining for a period, concluded to make Norfolk her home, at least so long as her husband remained. After being here some nine months the woman's husband lost his life by being drowned. Consequently she was left without a protector, with but little money and few friends. However, summoning all her fortitude under the trying circumstances, she resolved to seek employment and earn an honest living. Accordingly a situation was obtained in a very respectable family, and things went on smoothly for some time. But an 'evil eye' was in the family mansion, or at least visited it—an Almshouse official. He became acquainted with the widow, paid attention to her, addressed her, and report says he engaged himself. All this, no doubt, to succeed in his base intentions, which he finally accomplished. The woman, to hide her shame, left her home, and sought refuge in the house of a negro family residing in the upper portion of the city, who kindly gave her shelter. A number of ladies, learning her condition, visited the house, and administered to her wants. She still remains with the colored family, and at present is in quite destitute circumstances."

February 19th, the American Hotel, on Main street, near Church, kept by Benj. Peddle Esq., was partially destroyed by fire. Loss several thousand dollars, not covered by insurance.

February 24th, George Loyall Esq., a former prominent and useful citizen, departed this life in the 79th year of his age. In his

youthful days he represented the Borough of Norfolk in the Legislature, and afterwards in Congress. His demise, though not unexpected, was greatly deplored.

Now comes again the vile military rule. The following order from Virginia's Military Master, was the forerunner of a great deal of trouble:

HEADQ'RS FIRST MILITARY DISTRICT, STATE OF VIRGINIA,
RICHMOND, VA., March 30, 1868.

General Orders No. 33.

I. By an order issued from these headquarters on the 2d day of April, 1867, all elections for State, county and municipal officers in Virginia, having been suspended until the regulations prescribed by act of Congress should be completed; and it having been found expedient to continue said suspension of elections, whereby certain elective offices have become vacant by expiration of terms of service; and some of the officers whose terms have expired being ineligible for re-election, appointments will be made by the Commanding General as soon as suitable persons can be selected to fill all such vacancies.

II. Military Commissioners will report, without unnecessary delay, the names of all elective officers whose legal terms have expired; stating whether such officers are eligible for re-election, and if ineligible, they will also forward the names of suitable persons to fill the vacancies, accompanied with satisfactory evidence of character and qualifications. Petitions from citizens, registered voters, for the appointment of any person to office will in like manner be forwarded by the Military Commissioners, with endorsements as to the character and qualifications.

III. All officers will continue to act after the expiration of their official terms as required by existing laws until their successors are qualified. By command of Brevet Major General Schofield.

S. F. CHALFIN, A. A. G.

Of course the men appointed to office by the military powers, were of the "black and tan" stripe, and had no respect for any one's opinion except their own—and there was "the rub."

April 3d, the funeral of Captain Chas. R. Grandy took place, and was attended by the members of his old Company (the Norfolk Light Artillery Blues) the Masonic fraternity, the United Fire Company, and a large concourse of citizens. The solemn rites were performed at the family residence on Bute street, by Rev. Dr. N. A. Okeson, of St. Paul's Church. The deceased was elected Captain of the Blues in the latter part of 1861, while the Company was stationed at Sewell's Point. He was re-elected in April 1862, and was in command of the Company when Norfolk was evacuated.

During the seven days' fight around Richmond, Capt. Grandy was engaged with his battery in guarding Appomattox river, and

performed the service with which he was entrusted with credit to himself and command and with honor to the State.

After the seven days' fight the battery was ordered to Petersburg to recuperate. In October, 1862, the command was ordered to Brandy station, to join Chambliss' Cavalry Brigade, under whom it participated in the fights before Fredericksburg, in December, 1862, shortly after which it went into winter quarters in Caroline county. In January, 1863, his battery was again ordered to the front, and put on picket duty at United States Ford, on the Rappahannock river, where he remained until May, 1863, when by overpowering numbers he was forced to fall back in the direction of Fredericksburg, disputing gallantly every foot of ground. After reaching a position on the Mine road, the battery fought one gun against four of the Federals' and maintained its position at short range. The same night the battery moved forward, and remained in line of battle all next day, when it was relieved, and ordered to the rear. Shortly afterwards the Blues followed Gen. Lee in his march to Pennsylvania, and returning with the forces, were quartered for the winter in Albemarle county, Va.

In the spring of 1864 they moved to the front at the Wilderness, and were actively engaged in every battle until April, 1865, when they were captured in front of Petersburg, near the plank road, manfully maintaining their position against overwhelming odds. One of the gunners was actually shot by a Federal soldier who had his bayonet in his victim, while training one of the pieces to fire. Here the battery of four pieces, and fifty-eight officers and privates were captured, the men being sent to Point Lookout, and the officers to Johnston's Island, in Lake Erie, at which place, while a prisoner of war, Captain Grandy contracted the disease of which he died.

A friend has justly and truly said that "the deceased in his deportment was modest and unassuming, untiring and inflexible in his duty. As a disciplinarian he was exacting but just, studying always the interest of his men, and striving by every means in his power to sustain their efficiency when called upon for service. Few officers in the army of Northern Virginia had a brighter record than our departed friend, and his heroic deeds and manly virtues are indissolubly connected with the fame of that great army of Northern Virginia, in whose exploits he bore so honorable a part, and the battery he commanded was worthy to support such tried and valiant infantry as the Juniors, Company F, Independent Greys, Woodis Rifles, Ludlow's, Wilson's, and other companies from this vicinity, who participated with glorious distinction throughout the trying scenes of the late war."

April 9th, when the military authorities called upon Mayor Jno. R. Ludlow for a list of the city officers, for the purpose of finding

out who among them could take the test oath, His Honor furnished Major Smith, United States Army, with the required list, and opposite his own name made a note as follows:

"I cannot take the oath called the "iron-clad."

For this reason the Mayor received no written inquiry as did the other officials.

John Williams, Esq., the faithful and efficient City Register, replied to the military inquiry with the following:

SIR—In reply to your communication of the 7th inst., I beg leave respectfully to say, that I am neither applicant for, nor an expectant of office of any kind, and that I do not mean to take the oath of office prescribed by the act of Congress of July 2d, 1862.

Very respectfully, your obedient servant,

JOHN WILLIAMS, *City Register.*

R. Q. Drummond, the City Collector, replied as follows:

SIR—In reply to yours of the 7th inst., I respectfully state that I cannot take the oath prescribed by act of Congress of July 2d, 1862. Although I have never borne arms against the United States Government, or sought or held any office in any Government inimical thereto, still I have countenanced, counselled and encouraged those who were. Respectfully, yours, &c.,

R. Q. DRUMMOND, *City Collector.*

Dr. A. T. Bell, Physician to the Almshouse, returned the communication addressed to him endorsed as follows:

SIR—I had the honor of serving in the Confederate service as a surgeon during the whole war, and cannot take the iron-clad oath.

Respectfully yours,

ALEX. T. BELL, *Physician to the Almshouse.*

The replies of the Constables to their several notices were as follows:

NORFOLK, April 9, 1868.

SIR—In compliance with your communication of the 8th inst., I would state that I have never borne arms against the United States Government, nor encouraged persons engaged in armed hostility to the United States; but I cannot swear that I did not countenance my own people who were in hostility to the United States.

Very respectfully, Your obedient servant,

GEO. H. MILLER, *Constable City of Norfolk.*

Adolphus Merchant's communication is the same as above.

NORFOLK, April 9, 1868.

SIR—In compliance with your communication of the 8th inst., I respectfully inform you that I cannot take the oath prescribed in the act of Congress.

Very respectfully, Your obedient servant,

JOHN FORSYTH, *Constable City of Norfolk.*

NORFOLK, VA., April 9, 1868.

SIR—In compliance with your communication of the 8th inst., I would respectfully state that it is impossible for me to take the "oath" required. Very respectfully, Your obedient servant,

B. K. TAYLOR, *Constable City of Norfolk.*

The Street Inspector, in response to the inquiry, replied:

NORFOLK, April 9, 1868.

SIR—I cannot take that oath. I have the honor to be,

Very respectfully, yours, &c.,

N. B. LEE, *Street Inspector.*

The Second Wood Measurer made the following reply:

NORFOLK, April 9, 1868.

Major H. E. Smith: SIR—In reply to your communication of the 8th, I would say that I cannot take the oath prescribed by act of Congress. Very respectfully, &c.,

G. F. CLARK, *Second Wood Measurer.*

D. B. Dyer, Clerk of the Market, replied as follows:

SIR—I cannot comply with the conditions of the iron-clad oath, under any circumstances, pretext or excuse. While not actively engaged in the war, my sympathies were with the cause.

Yours, respectfully,

D. B. DYER, *Clerk of the Market.*

Edward Sales, City Gauger; Jesse D. Ewell, Sealer of Weights and Measures; and John Campbell, City Weigher, all replied that they "could not conscientiously take the oath required."

These men were true Virginian's, and the noble stand they took will never be forgotten by those who appreciate honor and truth.

April 29th, Samuel W. Paul, one of our most useful and esteemed citizens, departed this life in the 66th year of his age. He was a true, Christian gentleman, and by his death our community sustained a loss not soon to be repaired.

April 30th, the following military appointees to office in this city qualified, to-wit: J. J. Woodbridge, Street Inspector; A. L. Hill, City Collector; J. W. Thompson, Lieutenant of Police.

May 1st, Caleb T. Mears, a well known citizen, committed suicide by the means of poison. The deed was committed in a box car at the Norfolk and Petersburg Railroad depot.

May 5th, the Common Council appointed by the Military Commander held its first meeting. This body was far more respectable than the good people of the city first expected it would be. Mr. William T. Harrison was chosen President of it.

May 11th, John Everett, Esq., of London, England, addressed the citizens at the City Hall upon the subject of direct trade. On the next day the Board of Trade held a meeting, with Colonel William Lamb, President, in the chair, and Major William C. Marrow as Secretary.

The object of the meeting was stated by the President, whereupon Marshall Parks, Esq., moved that a committee of seven be appointed to tender the hospitalities of the Board to John Everett, Esq., of London, and invite him to view the harbor.

The resolution was unanimously adopted, and the chair appointed the following gentlemen as a committee to carry out the arrangements in accordance with the resolution :

Marshall Parks, James Y. Leigh, W. D. Reynolds, Thomas B. Rowland, E. T. Hardy, S. Hamburger and E. C. Lindsey.

On motion, Colonel William Lamb, President, and Major W. C. Marrow, Secretary, were added to the Committee.

Mr. E. T. Hardy moved that the Board of Trade heartily concur in the thanks tendered Mr. Everett by the meeting on Monday night for his excellent address in behalf of direct trade.

The meeting then adjourned, and at half-past 12 o'clock the Committee of Arrangements and members of the Board of Trade proceeded to General Mahone's rooms at the railroad office, on Main street, and escorted Mr. Everett, General Mahone and other invited guests to the wharf of the Albemarle and Chesapeake Canal Company where the party embarked on board the barge Beauty. The barge was taken in tow by a tug, and proceeded towards the Navy-yard. After which the party viewed the harbor from the Navy-yard to Craney-Island. Upon their return they landed at the Atlantic Iron works, near Fort Norfolk, and fully inspected that extensive establishment.

The Committee appointed by the Board of Trade made ample provisions for the inner man in the shape of "creature comforts." Good cheer and sentiment prevailed. Speeches in response to toasts were made by Colonel Lamb, Messrs. Biggs, Robinson, Reynolds, Everett and General Mahone. About 4 o'clock the party landed at Todd's wharf, and escorted their guests through the city, visiting the new Atlantic Hotel, and taking a bird's-eye view of the city from its lofty roof.

After the party left the hotel they proceeded up Main street to General Mahone's office, where Mr. Everett was bid adieu. He thanked them kindly for the consideration and courtesy he had received, and said "that his visit would ever be cherished with the liveliest feelings of regard and esteem for the people of the South, who had been, as before stated, so outrageously misrepresented in England."

May 12th, the Select Council appointed by the military held its first meeting. Mr. Cicero Burruss was elected President.

May 13, Mr. Francis DeCordy, who had been appointed Mayor of the city by the military powers, qualified and took his seat. W. P. Hennelley and S. D. Campbell, Esqs., were appointed, respectively, as Clerk of the Market and Register (City Treasurer).

May 17th, the steamship Isaac Bell, of the Old Dominion Steamship Company, arrived here on her first trip. She was commanded by Captain H. A. Bourne. Mayor Hoffman and many other distinguished citizens of New York were on board as excursion passengers. On the 20th of May (when the Bell returned from Richmond) Commodore N. L. McCready, President of the Company, extended invitations to the members of the Councils, Board of Trade, the Press, and of the Pomological Society, and many other citizens, to a splendid collation given on board the new ship under the personal management of Colonel Thomas H. Webb, the popular and efficient Agent of the Line. Speeches were made by Mayors DeCordy and Hoffman, President McCready, Messrs. W. T. Harrison, G. F. B. Leighton, S. A. Stevens and others, in compliment to the pleasant occasion.

June 7th, a destructive fire occurred on Main street, which almost entirely destroyed the stores occupied by L. L. Brickhouse & Co., shoe merchants, and Phillips & Zills' notion house. Mr. Thomas Walter's photograph gallery in the upper part of one of the buildings, was totally destroyed.

June 8th, the steamer Nellie Jenkins was destroyed at Baird & Roper's wharf. She was owned by Captain Robert Gwinn.

Sunday morning, June 28th, the Methodist Episcopal Tabernacle, on Charlotte street, was dedicated to the service of God by Bishop Levi Scott, of Delaware. Rev. C. S. Williams, the pastor, preached in the afternoon.

July 4th, "Independence Day," was joyfully celebrated by the negroes of Norfolk and the carpetbag and scallawag element. Sable excursionists from Petersburg and elsewhere spread over the city like locusts in Egypt—and thus passed the once "glorious Fourth!"

July 27th, Mr. Alexander Tunstall (father of Dr. R. B. Tunstall) departed this life in the 82d year of his age. He was one of Norfolk's oldest and best citizens.

July 28th, Mr. E. J. Myers, one of our aged and highly esteemed Jewish citizens, fell upon the pavement and seriously injured himself.

The first Democratic pole raised in Norfolk since the war was erected in the Fourth Ward on the night of July 29th (1868). A large crowd assembled to hear the Seymour and Blair speeches delivered by Colonel J. Rich'd Lewellen, Captain John S. Tucker and others.

August 7th, the funeral of Colonel Simon Stone took place from his (late) residence on Granby street, Rev. Father O'Keefe officiating. Nearly all the city officials and a large number of our old citizens attended, and paid the last sad tribute of respect to their deceased friend.

August 19th, a game of base ball was played between the Maryland Club, of Baltimore, and the Creightons, of this city. The Norfolk boys were defeated by a score of 87 to 10.

September 8th, Mr. Benjamin A. Barrom, a well known and respected citizen of Norfolk, died suddenly at Fortress Monroe, from the effects of a congestive chill.

September 19th, Mr. Wm. S. Upshur, an old and valued citizen, departed this life at the age of 65 years. He always enjoyed the respect and implicit confidence of his fellow citizens.

September 26th, the proprietors of the Norfolk *Virginian*, gave an annual reception supper to a number of invited guests, at Morrisett's Club House, on Bank street, Speeches were made by Hon. John Goode, Jr., Gen. Geo. Blow, Col. J. Richard Lewellen, Col. L. D. Starke, Capt. Jno. S. Tucker, Capt. Thos. F. Owens, Capt. James Barron Hope, editor of the paper, and M. Glennan Esq., one of the proprietors, and at that time the youngest newspaper man in the State. [Mr. Glennan was also one of the youngest soldiers that left Norfolk in defence of the Confederacy. He entered the army at the age of sixteen years, and although he was legally exempt from duty—not only by age, but from being lame for life, he served gallantly during the entire war. Early in 1861 he applied for enlistment in a Norfolk Company, but was refused on account of his age, and crippled condition. He afterwards went to North Carolina, and joined the 36th North Carolina Regiment, under Col. Wm. Lamb, of this city. He was captured at the fall of Fort Fisher, and after the surrender of Gen. Jos. E. Johnston, was brevetted as a Lieutenant for his gallantry. He returned home after the war, and by his great energy and perseverance has gradually worked himself up to be the *sole* owner of the VIRGINIAN, and one of the best newspaper men in the State. Such an instance of patriotism and merited success is well worthy of record.]

October 8th, the new Atlantic Hotel was formally opened to the public by A. G. Newton, Esq., who gave a magnificent entertainment to the Hotel Company (the stockholders of the building) and many invited guests.

Monday October 12th, the Washigton and Lee Bazaar, a temple of fancy, or fair, gotten up by the ladies of the Washington and Lee Association, in Norfolk, for the support of Confederate Orphans, was opened to the public. Everything fancy, useful and good to eat, was exposed for sale in aid of the noble objects of the Association. The following ladies were actively engaged in the good cause: Mrs. S. Hodges, Mrs. J. Richard Lewellen, Mrs. E. A. Hallett, Mrs. F. Mallory, Mrs. J. Vickery, Mrs. Kader Biggs, Mrs. Wm. H. Broughton, Mrs. Pinkham, Mrs. Duncan, Mrs. Roberts, Miss Henrietta Hunter, Mrs. Timberlake, Mrs. Hall, Mrs. Moore, Mrs.

Brickhouse, Mrs. Santos, Mrs. M. Wertheimer, Miss Kate Santo and many fair assistants whose names we cannot give here.

October 14th, was the first day of the assembling of the Railroad and Commercial Convention. The city was gaily decorated with flags, banners, mottoes, &c., and the great crowd present betokened an era of great importance. The Convention met at the Opera House, and was called to order by Colonel Wm. Lamb, President of the Norfolk Board of Trade. Delegates were in attendance from Virginia, North Carolina, South Carolina, Tennessee, Alabama, Kentucky, and other States. The Convention was held in the interests of direct trade with Europe, with Norfolk as the shipping port for the South and West. Col. George W. Bolling, of Petersburg, presided over the body, which was in session four days. Our city was filled with visitors and they were royally entertained—it was a regular jubilee occasion. The number of delegates present exceeded two thousand.

October 27th, two young men—George C. Devereux, and Thos. Only, engaged in a friendly wrestling match, when Only was thrown by his opponent and so badly injured that he died in a few hours. The affair caused a great deal of sadness, as the young men were good friends, and wrestled only for friendly sport.

December 17th, Miss Laura Keene, the New York Actress, appeared at our Opera House, in the beautiful play of "Hunted Down." She essayed the character of "Mary Leigh" and delighted a large audience.

EIGHTEEN HUNDRED AND SIXTY-NINE.

January 10th, James Woodhouse, an aged and respected citizen, departed this life.

January 25th, Messrs. Burrow & White's drug store, on Church street, was destroyed by fire. Loss not fully covered by insurance. Several other stores in the vicinity were damaged.

February 1st, Charles F. McCoy, a printer by trade, and former member of the Norfolk Independent Grays, departed this life.

February 9th, Mr. Andrew Sigourney, one of our public spirited citizens, died in the city of Baltimore. His remains were brought home for interment.

March 25th, Edward Lakin, the beloved and efficient Captain of the United Fire Company, died. He was a gallant Confederate, a brave fireman, a kind and generous man, and an useful citizen. Peace to his ashes, and respect to his memory.

April 5th, Messrs. Pullen & Pierce's carriage factory, on Union street, was destroyed by fire—the work of incendiaries.

May 12th, Colonel Gilbert C. Walker, addressed a meeting of citizens upon the political issues of the day. This was his first political speech in Virginia, and the commencement of his brilliant and victorious campaign as the candidate for Governor, against

Henry Happy Wells, the carpet-bagger and Radical candidate.

June 21st, the Norfolk City and Princess Anne County Conservative Convention, called to nominate a candidate for the State Senate, met at the Courthouse. Colonel Lewellen called the meeting to order, and Mr. Ethan Allen was made chairman. Major Jas. F. Milligan nominated Mr. W. H. Burroughs, of Princess Anne; Mr. Charles Sharp nominated Col. Walter H. Taylor, of Norfolk; whereupon, Major Milligan withdrew his nomination in favor of Col. Taylor. On motion of Judge George S. Oldfield, the nomination of Colonel Taylor was adopted by acclamation—unanimously.

June 28th, a Conservative Convention was held, by which, Messrs. W. H. Burroughs and A. S. Segar were chosen as candidates for election to the House of Delegates from Princess Anne county, and this city. These gentlemen were also unanimously nominated. [Norfolk city and Princess Anne county, together, were only entitled, at that time, to one Senator and *two* Delegates.]

July 1st, the revision of the registration lists was finished, and it was shown that the white majority in the entire city was only 84. ["The boys" had hard work to do then, sure; but it isn't so now]. At that time Major General Canby was in command of Virginia, and he did all he could to encourage the Radical party, and to help Wells against Walker.

July 4th, a colored picnic was enjoyed by a large number of our sable citizens below Fort Norfolk. While some of the party were returning home in the afternoon, a row boat capsized and five little girls and one boy were drowned.

July 6th was election day—the first State election that our people were permitted to hold since the war. The State Constitution framed by the "Black and Tan" Convention, was submitted to the people for adoption or rejection, with certain very objectionable clauses submitted to a separate vote. These clauses were defeated, but the balance of the Constitution was adopted, and Colonel Gilbert C. Walker was triumphantly elected Governor. over H. H. Wells, the negroes' candidate—and that was the death blow to Radicalism in Old Virginia. [Oh! glorious day—brave, victorious Walker! "Methinks I see thee still"]. Wells' majority in the city over Walker was 76; Colonel Taylor's majority (for State Senate) in the city over Major J. N. Croft, was 15; majority for the Constitution, 3,803; majority *against* the objectionable clauses, 5. [The clauses stricken from the Constitution by the votes of the *honest* people, were known as the "test oath" and "disfranchising" clauses]. Mr. A. S. Segar was elected as a Delegate, and Colonel Walter H. Taylor, as Senator, by small majorities.

r oughs was defeated by Henry M. Bowden, Radical]. At this election Norfolk, as well as the State, repudiated Radical rule.

July 7th, our people were called upon to mourn the death of another old citizen—Mr. David Corprew, who died in the sixty-first year of his age.

At night, July 7th, the city was illuminated, and a grand jollification procession marched to the Atlantic Hotel to congratulate Colonel Walker upon his election. The Colonel addressed the crowd in a happy and pleasant manner. Speeches were also made by Hon. John B. Whitehead, Colonels Hinton and Blow, Mayor DeCordy, S. A. Stevens, H. D. Ghiselin, Colonel L. D. Starke, W. H. C. Ellis and Arthur S. Segar.

August 6th, some distinguished citizens of Georgetown, D. C., made an excursion to Norfolk on the steamer W. W. Coit, and were entertained at the Atlantic Hotel by our city authorities.

August 21st, Mr. W. J. Hozier's grocery store, corner of Charlotte and Bute streets, was destroyed fire. Loss about $5,000—not insured.

September 2d, Dr. Robert S. Newton addressed the merchants of Norfolk in the interests of the Mediterranean and Oriental Steam Navigation Company of New York.

Departed this life September 2d, after a lingering illness, Purser John Debree, one of our oldest and most esteemed fellow-citizens.

Sunday, September 12th, the Fire Department and Odd Fellows escorted to their last resting place the remains of Richard L. Nelson, who died on Friday, the 10th instant.

September 18th, Officer George Scultatus, of the city police force, shot and killed a soldier named Charles H. Smith, of Company K, 17th Regiment United States Infantry. Smith and his comrades resisted the officer (while attempting to arrest them for disorderly conduct) and threatened his life. Mr. Scultatus was tried and acquitted on the grounds of having acted purely in self-defence.

September 25th, Mr. Franklin G. Moore, another old citizen, departed this life. He had been a faithful Customhouse officer for a number of years.

October 8th, Rev. Father Farren, a former citizen of Norfolk, died in Lynchburg, Va. He was educated in Rome, and was a priest of great promise and popularity, and only thirty years of age.

October 11th, General J. B. Magruder delivered a lecture in Tazewell Hall, on Mexico, Maximilian and Carlotta. His audience was delighted with the historical and intellectual treat.

October 17th, the Hope Fire Company left this city on board the Steamer George Leary, for Wilmington, Delaware, to pay a visit to Washington Fire Company, of the city maned. The Company returned October 23d, well pleased with their trip and the courtesy extended by their Delaware friends.

October 27th, the funeral of George Bramble took place at Christ

Church, Rev. O. S. Barten, officiating. The Church was crowded with sorrowing friends of the lamented deceased.

December 7th, the members of the National Board of Trade (composed of distinguished men from the large cities of the North and West) paid a flying visit to Norfolk. An elegant entertainment was given to the visitors at the Atlantic Hotel, and next day, the 8th inst., they were complimented with an excursion trip to Old Point, on the Steamer George Leary, of the Old Bay Line, which was greatly enjoyed.

EIGHTEEN HUNDRED AND SEVENTY.

January 1st, the Steamer Astoria, the largest iron steamer ever built here, was launched at the Atlantic Iron Works. The launch was witnessed by a large concourse of people.

January 5th, the ladies of the Washington and Lee Association, gave a calico ball, which was largely attended. The receipts were applied to the support of Confederate orphans, in accordance with the objects of the Society. This pleasant affair was under the management of Miss Henrietta Hunter, the efficient and patriotic President of the Association.

January 18th, a large meeting of the citizens of Norfolk was held at Tazewell Hall, to give expression to their views concerning the consolidation of the railroads from here to Bristol, Tennessee, and the Clifton Forge connection. Speeches were make by Hon. John Goode, Hon. S. McD. Moore, Hon. Thos. S. Bocock, Maj. Jno. W. Daniel, and others. The Committee on Resolutions then submitted the following, which were adopted unanimously:

"*Resolved*, That we have listened with great interest and pleasure to the able addresses of the distinguished gentlemen who have addressed us this evening on behalf of the proposed extension of the Southside Railroad to Clifton Forge, on the line of the Chesapeake and Ohio Railroad.

"*Resolved*, That we hail with lively satisfaction the movement which has been recently inaugurated by our fellow citizens of Lynchburg, and other communities in the Southside, which has for its object the completion of the proposed connection between Clifton Forge, by the most eligible route which may hereafter be indicated.

"*Resolved*, That in the opinion of this meeting, the people of Norfolk will be found ready and willing hereafter to co-operate to the full extent of their ability in the completion of the proposed extension.

"*Resolved*, That ——— delegates be appointed by the chairman of this meeting to represent the city of Norfolk, in the General Convention, which has been called to meet in the city of Lynchburg."

After the adjournment, the delegation, escorted by the Board of Trade, members of the Select and Common Councils and the invi-

ted guests, proceeded to the National Hotel where a bountiful collation had been prepared.

January 23d, Lewis W. Webb was removed from the position of Collector of this Port, and Luther Lee Jr., Esq., appointed in his place. The only cause of this change was Gen. Grant's preference of a carpet-bagger to a native—[one of Grant's chief characteristics].

February 2d, a fire occurred at the corner of Main street and Loyall's lane, which destroyed B. Peddle's restaurant, D. P. Morris' cigar store, E. Leithardt's shoe shop, Washington & Hunt's barber shop, and Richard Lee's club room. A fireman named Charles James was badly injured at this fire, by a portion of the front wall of the burning building falling upon him.

February 10th, Miles & Creekmur's clothing establishment, No. 7 Market Square, was also destroyed by fire.

February 12th, Mr. Samuel H. Hodges, an honored citizen and an upright Mason, died at his residence on Cumberland street. He was buried with Masonic honors.

February 13th, Henry Carroll, an estimable young man, departed this life. He was a former m mber of the "Norfolk Juniors," and was disabled by a wound received in battle May 8th, 1864.

February 28th, Seth March, a prominent merchant and respected citizen, died in the 58th year of his age. He was buried March 2d, from the Cumberland Street Baptist Church.

March 19th, Lewis Rose, a former gallant member of the Norfolk Blues, departed this life. He was a faithful clerk in Messrs. M. A. & C. A. Santos' drug store, and won the confidence and esteem not only of his employers, but of all who knew him. He left a wife and two young children to mourn his untimely death.

March 23d, Dr. Samuel J. Brown departed this life, after a brief illness. He was a talented and popular physician, and his death was deeply lamented.

March 31st, Governor Walker's "Message to Mayor DeCordy" was received, and brought with it good tidings. Here is a copy of it:

COMMONWEALTH OF VIRGINIA, EXECUTIVE DEPARTMENT,
RICHMOND, March 30, 1870.

"*Hon. Francis DeCordy, Mayor of the City of Norfolk:*

DEAR SIR—Enclosed please find Commissions for the Councilmen of the city of Norfolk. I have to request that you cause the same to be delivered to the several appointees to-morrow morning, and summon a meeting of all the members to-morrow evening, at 8 o'clock, for the purpose of organization, after qualification. As soon as organized, they will proceed under the charter to elect a Recorder and Aldermen, and then a Select Council. The oaths of office may be taken before a magistrate, Judge, or notary public, and the 14th Amendment oath may be forwarded by mail to the Secretary

of the Commonwealth to-morrow. Please attend to this promptly and oblige, "Your obedient servant, G. C. WALKER."

The following is a correct list of the names accompanying the above, from which were selected the magistrates of the city and the members of the Select Council:

J. B. Whitehead, John E. Doyle, J. Montgomery, E. Vance, R. C. Taylor, Samuel R. Borum, V. D. Groner, T. M. Wilson, Geo. E. Maltby, E. W. Moore, S. A. Stevens, S. R. White, W. F. Allen, W. W. Wing, W. B. Deggs, C. H. Rowland, M. Howell, G. R. Wilson, A. Oberndorfer, Wm. Rosson, P. Dilworth, C. W. Grandy, S. G. Tuttle, W. T. Harrison, John A. Rosson, Thos. H. Webb, A. A. McCullough, Jas. Reid, Wm. Lamb, C. Billups, E. C. Robinson, A. G. Milhado, G. W. Cowdery, W. W. Gwathmey, J. C. White.

The Commissions were promptly delivered. A meeting of the new Council took place on the evening of the 31st inst., and Mr. Chas. H. Rowland, was elected Recorder. The following gentlemen were then elected as Aldermen: Messrs. E. Vance, John E. Doyle, T. M. Wilson, C. W. Grandy Sr., John B. Whitehead, Jas. Reid, A. A. McCullough, and Wm. Lamb. Mayor F. DeCordy was then unanimously elected Mayor to fill the unexpired term of that office. This was a compliment which Mr. DeCordy scarcely expected to receive, but which he really deserved, for he had been a just and mpartial officer].

April 1st, the Council held an adjourned meeting and elected the following officers:

City Register, S. S. Dawes; City Collector, Andrew L. Hill; City Assessor, J. C. Saunders; City Attorney, Thos. W. Peirce; Street Inspector, J. J. Woodbridge; City Gauger, Edward E. Sales; City Surveyor, John F. Dezendorf; Clerk of the Market, W. P. Hennelly; Keeper of Almshouse, Wm. Hawkins; Physician to Almshouse, Dr. E. D. Grainier; Weigher of Hay, Peter Powell; Sealer of Weights and Measures, F. G. Storey; Wood Measurers, M. J. Walker and G. F. Clark; Captain of the Watch, Edwin M Gray; Lieutenant of the Watch, C. C. Benson; Captains Hipkins, Chamberlaine and Phillips, were elected as Port Wardens; Captain John Gibbs and A. Baum, were appointed Harbor Masters.

April 7th, the officers of the Danish Corvette, Thor, (then lying in our harbor), were entertained at the Atlantic Hotel with a magnificent dinner, given by our energetic young townsman, Samuel Kimberly Esq., of the firm of Kimberly Brothers. The affair was *recherche* in every respect, and was duly appreciated by the visitors, who united in proclaiming "Sammy" to be the "Prince of good fellows."

April 8th, the Methodist Episcopal Sunday School Convention, which had been in session for four days, adjourned. Bishop D. S. Doggett, D. D., was elected President of the State Sunday School Association by this Convention.

April 9th, William H. Burroughs, Esq., qualified as Judge of the Corporation Court, upon appointment by the Legislature, to succeed Judge B. B. Foster, who held the position by military appointment. On the 12th instant Judge Burroughs took his seat, and "Mr. Foster" retired.

April 12th, the Board of Trade held an important and animated meeting in regard to the bill before the Legislature to consolidate the line of railroads between Norfolk and Bristol. After much discussion the following resolutions were adopted:

"Resolved by the Norfolk Board of Trade, That we heartily desire the consolidation of the Southside line of railroads, embracing the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky Roads, believing it presents the only means whereby we can successfully compete with the Baltimore and Ohio Railroad for the trade of the great West, and defeat the cities North of us, to draw the trade of Virginia and the States West and South of us, through our own State, to markets further North.

"2d. That we unequivocably advocate the consolidation of said Roads, and earnestly request our Representatives in the Legislature to use their utmost efforts for the consummation of such a policy.

"3d. That a copy of these resolutions be forwarded to our Senator and Delegates in Richmond."

Ayes: Messrs. Gwathmey, Rowland, Glennan, Taylor, Cowand, Underhill, Hinton, Wright, Hamburger, Couper and Reed—11.

Nays: Messrs. Lamb, Graves, Bell, Barna, Howell and Shanks—6.

As we have previously stated in this volume, there was great opposition to the consolidation of these railroads—especially by persons who had no interest in Norfolk, and who sold themselves for dollars and cents to the hired agents and lobbyists of the Pennsylvania and Maryland Railroad monopolies. There were persons in Norfolk who opposed the *plan* of consolidation, but not the consolidation in *fact*—and such men gave some reasonable excuses for such opposition; but there were some people, here and elsewhere, who opposed the entire bill on account of personal prejudice against General Mahone—[and these same "blockheads" would to-day plunge Norfolk and the whole State into a common ruin, in order to satisfy their "spite against Mahone," or any other man].

All the prominent business men of the State readily saw how materially this Consolidated Line would aid in making Norfolk a port of great importance, and, rising above petty prejudices and unscrupulous selfishness, they gave their aid to the great scheme—working for the interests of Virginia and her only seaport city, without halting to consider personal ends and insignificent animosities; and such were the men who came to the rescue of Norfolk and made their voices potent in advocacy of the Consolidation Bill which the enemies of our State were striving with all their might and means to defeat—and *why* did they desire its defeat? Simply because they had sense enough to know that by its passage and fulfilment, *they* would be injured and Virginia benefitted. Philadelphia and Baltimore's opposition to it alone, was enough to show how important the measure was to Virginia, but there were many weak eyes that could "not see it in that light." But, thanks to Intelligence, Norfolk saw it and sees it still. So mote it be.

April 18th, the monument erected at Elmwood Cemetery by the

United Fire Company, to the memory of Edward Lakin, their dead comrade, was unveiled in the presence of a large gathering of our citizens. The Fire Department of this city and that of Portsmouth, the St. Patrick's Societies of the two cities, the Norfolk Blues' Benevolent and Memorial Association, the Mayor and members of the City Councils, all joined in the procession that marched to the Cemetery to honor the memory of a gallant soldier and fireman. Capt. John S. Tucker delivered the dedicatory oration, and Capt. James Barron Hope delivered a beautiful poem to the memory of the dead Captain—the brave Ned Lakin.

April 20th, the work of building the Norfolk city railway was begun under the superintendance of Virginius Freeman Esq., Civil Engineer.

April 30th, our noble old Confederate Commander, Genera Robert E. Lee, arrived in this city via the Seaboard and Roanoke Railroad. When it was known that he was on the train, the Portsmouth boys borrowed the gun "Brick Pomeroy," belonging to the Hope Fire Company, and as the train reached the depot, they fired a salute to welcome the hero. The General, accompanied by his daughter, was met by Colonel Walter H. Taylor, his former Adjutant General, and was by him conducted through the dense throng to the ferry-boat. The air, during his passage through the assemblage, was vocal with shouts of welcome to the old chieftain. It may be also remarked that those shouts were not of the measured "hip-hip-hurrah" kind now in vogue, but were the genuine, old-fashioned Confederate yells, which quickened the pulses at all the battles in this State, from Big Bethel to Appomattox Courthouse, and which doubtless awakened a host of memories in the breast of him in whose honor they were uttered. On board the ferry boat the cabin in which the General was seated was beseiged by a crowd eager to catch a glimpse of the hero, but the door was faithfully guarded, and as far as possible he was relieved from the inconvenience of being enveloped by a multitude whose only wish was to do him honor. As soon as the boat started, several Roman candles signalled to the United Fire Company, of this city, that the General was on board, and in a few minutes their cannon pealed forth a warlike welcome, which was kept up until the arrival of the boat on this side Here another immense concourse was assembled, and as the General and his daughter stepped on the wharf they were greeted with another succession of the familiar yells of the battle-field, which continued until they had reached a hack and were whirled rapidly away.

The General remained in the city for several days, the guest of Colonel Taylor, and received calls from a number of devoted friends and brave comrades.

May 9th, a tremendous Conservative mass meeting was held to make preparations for the approaching municipal election.

May 11th, the registration of new voters was completed, and the white majority in the city was only 171.

May 13th, the City Conservative Convention (Hon. John Goode, chairman,) met and nominated the following city ticket, to-wit:

For Mayor, Hon. John B. Whitehead; Clerk of the Court, Mr. Thomas W. Peirce; Commonwealth's Attorney, Mr. Thomas T. Cropper; City Sergeant, Colonel J. Rich'd Lewellen; City Treasurer, Mr. J. M. Freeman; Commissioner of Revenue, Mr. John Branham ("old Braddox"); City Collector, Captain John R. Ludlow; City Attorney, Mr. John H. Nash; Street Inspector, Mr. A. J. Dalton; City Surveyor, Colonel Harry Williamson; Captain of the Watch, Ed. Gray; Lieutenant of the Watch, C. C. Benson; Constables, Robert Steele, John R. Morris, A. Merchant, James Reilley, James Butler and George H. Miller; Clerk of Market, John Stavro; Physician to Almshouse, Dr. J. W. Leigh; Keeper of Almshouse, E. N. Bobee; Hay Weigher, R. A. Forbes; Sealer of Weights and Measures, J. T. Ewell; Wood Measurers, B. Roskam and G. F. Clark; Gauger, Frank Wood.

May 14th, the funeral of Benjamin D. Thomas occurred. The deceased served gallantly during the war as a member of the Blues, and was a favorite with all who knew him.

May 17th, the Radicals met in Convention and nominated the following ticket, to-wit:

For Mayor, P. Dilworth; City Sergeant, William H. Brooks; Collector, John T. Daniels; Treasurer, L. W. Webb; Clerk of the Courts, Henry M. Bowden; Commissioner of the Revenue, Dr. Thomas Bayne (negro); Assessor, W. T. Bell; Commonwealth's Attorney, George S. Oldfield; City Attorney, John Parker Jordan; Street Inspector, R. T. Guinn; Keeper of the Almshouse, James H. Hall; City Surveyor, John F. Dezendorf; Health Officer, Dr. James W. Leigh; Gauger of Liquors, Thomas F. Paige, (negro); 1st Wood Measurer, John Walker; 2d Wood Measurer, Ben Bailey; Clerk of Market, W. P. Hennelly; Weigher of Hay, D. B. Balsom.

Six constables, all negroes, were also nominated. [They put some good men on their ticket to give it strength—also some black ones, to make it *stronger*].

May 22d, the Conservatives had a grand torchlight procession, which created great enthusiasm.

Thursday, May 26th, was municipal election day, and Norfolk was once more "redeemed, regenerated and disenthralled," by the election of her own citizens (with one or two exceptions)—white men with white men's principles, to fill her city offices. The triumph was a glorious one—it was a Waterloo to the Rads. The only Republicans elected were the following: A. L. Hill, Esq., Commissioner of the Revenue; W. P. Hennelly, Esq., Clerk of the Market (two good men); Robert T. Guinn, Street Inspector; J. H. Hall, Keeper of the Almshouse. The balance of the officers were the regular Conservative nominees, and all good men and true.

A large majority of the Councilmen elected were Conservative nominees, which of course gave that party entire control of the city, once more, thanks to the good Lord above.

May 27th, the funeral of James D. Gammon, a worthy and popular citizen, took place from the Cumberland Street Methodist Church, Rev. Mr. Cheatham officiating.

June 2d, the 47th Annual Session of the Baptist General Association of Virginia, convened in this city—Hon. Robert L. Montague (a lay delegate) presiding. It was in session four days.

June 7th, the Railroad Consolidation bill (known as the "bill to authorize the formation of the Atlantic, Mississippi and Ohio Railroad") was passed by the House of Delegates, it having previously passed the Senate. Upon receipt of the good news here (June 8th) the people became jubilant with delight, and in the afternoon handbills were circulated, stating that there would be a grand mass meeting of the citizens at the City Hall, for the purpose of testifying their approval and gratification at the result achieved. In the evening a salute of one hundred and eleven guns (one for every vote cast in the Senate and House for the bill) were fired, and at night the streets were illuminated by flaming tar barrels. At the Norfolk and Petersburg depot, the event was celebrated by a grand display of fire works, and the locomotives and cars of the company, departing and arriving, were gaily decorated with wreaths and flowers, and flying steamers.

The grand ratification meeting was held according to announcement, and it was a joyous occasion. Hon. JohnGoode addressed the citizens upon the importance of the event. He gave an account of the opposition to the bill. It had encountered a most violent, a most bitter opposition. Heaven and earth, as it were, were moved to defeat the measure, but, thanks to the patriotism and integrity of your General Assembly, thanks to the untiring energy of your Representatives in the Legislature, and thanks to General Mahone, we have been able to route the enemy and achieve a victory as great as the celebrated fight of the Crater. The speaker then explained the bill as passed. He spoke of the great attempt made by Baltimore to control the railroad system of the State and gain possession of the entire trade of the magnificent country now tributary to Norfolk by the passage of this bill. We will shortly have continued and uninterrupted travel to Louisville, and on to St. Louis, to Cincinnati, Omaha and the Pacific. Have we not reason to rejoice, especially when we consider the great advantages which are to flow from the work performed—our great measure of State policy—Norfolk's pet scheme—a scheme which is essentially Virginian, the only completed line that runs East and West, terminating at Norfolk, and which must result eventually in building up and establishing direct trade. He rejoiced as a Norfolk man, as a Virginian, at the great prospect and the defeat of Baltimore in her attempt to become mistress of all she surveys.

Other speeches were delivered, and after adopting suitable reso-

lutions, the meeting adjourned. [It is proper to state just here, that the Consolidation Bill, as passed by the Legislature, was approved by the Governor and became a law on the 17th of June (1870), and that the Atlantic, Mississippi and Ohio Railroad Company, was duly organized, under said bill, on the 12th day of the following November, by the election of General Wm. Mahone, as President, and the following gentlemen as Directors, viz: Thomas J. Corprew and R. C. Taylor, of Norfolk; R. B. Bolling, J. A. Johnston and R. D. McIlwaine, of Petersburg; C. W. Statham and J. F. Slaughter, of Lynchburg; Wm. Watts, of Roanoke, James A. Walker, of Pulaski, and A. Fulkerson, of Washington counties].

June 16th, the orphans of St. Mary's Asylum presented the Hope Fire Company with a handsome flag. The presentation took place at the Catholic Fair-room, on Market Square. Presentation addresses were made by Misses Ellie Carr and Alice Corbett, and were responded to by Dr. E. C. Robinson and Captain John E. Doyle.

July 20th, the people of Norfolk voted upon the subject of subscribing to the building of Norfolk and Great Western Railroad, and for want of a three-fifths majority the proposed subscription was defeated.

August 2d, the cars for the street railway arrived, and were drawn through the streets for the first time. Superintendent Virginius Freeman had the track ready for their reception.

Saturday night, August 13th, our city was illuminated, cannons were fired, and a grand jubilee meeting was held in honor of the Conservative victory gained by North Carolina, our gallant sister State, in their late State election. A multitude of our citizens—many of whom were natives of the "Old North State," assembled at the Courthouse to hear speeches in honor of the splendid victory of the "tar heel" Conservatives.

About half-past eight o'clock the meeting was called to order by Colonel J. W. Hinton, who called to the chair Col. Kader Biggs, which nomination was ratified by tumultuous shouts.

Cols. George W. McGlauhon, J. M. S. Rogers, Major William J. Baker, and George H. Freer, Esq., were appointed Vice-Presidents, and Messrs. George Arps, C. G. Elliott and Wm. G. Martin, were appointed Secretaries.

Colonel Biggs, the chairman, in a few admirably appropriate remarks, explained that the object for which the meeting was called, was to tender to the people of North Carolina our hearty sympathy and congratulations on their release from the thraldom of Radical servitude. His remarks were listened to with deep attention, and when he closed, he received a round of applause and a salvo of artillery.

He was followed by Colonel L. D. Starke, of this city, who was unprepared for a speech, but nevertheless handsomely introduced the following series of resolutions, which were read by him, to-wit:

"*Resolved*, That as friends and former citizens of the good old State of North Carolina, we feel a profound interest in everything that affects the welfare and happiness of her people. We know them for their manly virtues, their law-abiding spirit, and patriotic temper. We mourn with them in their sufferings, and rejoice with them in all things that tend to their well-being and prosperity as individuals, and their honor and glory as a State.

"*Resolved*, That we have watched the progress of the recent political struggle in that State with the deepest anxiety, and have been shocked and grieved at the diabolical warfare which has been waged upon the rights and liberties of her people by those who were bound by the most solemn oaths and obligations to protect them.

"*Resolved*, That we heartily and sincerely rejoice with the good people of that State in the victory of law and order which they have achieved through the peaceful means of the ballot-box, and under circumstances which were well calculated to exasperate and madden them.

"*Resolved*, That we cannot too highly commend the spirit of calm and dignified moderation with which the people have borne themselves during the trying ordeal through which they have passed, and we trust and believe they will continue in well-doing, as well in this, the hour of their prosperity, as in adversity.

"*Resolved*, That we tender our most earnest and heartfelt sympathy to the good and true men who are now suffering military imprisonment, and bid them be of good cheer, in the confident hope that they will soon be restored to liberty through the peaceful agency of the great writ of *habeas corpus*."

The resolutions were adopted with a deafening response of "aye!" and after more speaking, the vast assemblage dispersed.

August 13th, our street railway was put in operation. The cars were constantly crowded during the day with persons anxious to get a cheap ride "just for the novelty of the thing."

September 11th, Major Wm. E. Taylor died, in the 61st year of his age. He was the second son of General Robert Taylor, the heroic defender of Norfolk in the last war with Great Britain. He was buried with military and civic honors.

September 25th, the steamship Wyanoke, of the Old Dominion Line, arrived on her first trip to Norfolk. She was greeted at the wharf by a large crowd of citizens.

September 28th, the census takers made their returns of the population of Norfolk, to-wit: total population, 19,284—which was generally considered "entirely too small."

October 4th, our young men indulged in a tournament at the Fair Grounds for the honor of crowning a Queen of Love and Beauty. The charge to the Knights was delivered by our talented young townsman, Thos. R. Borland, Esq. The following Knights were successful:

1. Knight of the "Sable Plume"—S. S. Gresham, Jr.
2. Knight of "Fra Diavolo"—J. M. Hardy.
3. Knight of "Norfolk"—Henry L. Turner.
4. Knight of the "Old North State"—Asa Biggs.

The Coronation and Ball took place at the Atlantic Hotel, and was a brilliant affair. Miss Sterling, of New York, was crowned Queen of Love and Beauty, attended by her Maids of Honor, as follows: Miss Jennie Taylor, Miss Lula Blow and Miss Mollie Webb, who did honor to her Majesty's Court by their conspicuous grace and beauty. [The Knight of "Norfolk" yielded his honor to the Knight of "Sir William of Deloraine" (Mr. Wm. A. Gresham) who selected Miss Lula Blow as second Maid of Honor].

October 12th, General ROBERT EDWARD LEE, the Christian soldier and hero of an hundred battles, breathed his last at Lexington, Va., and on the next day the whole city of Norfolk was in mourning, inwardly if not ostensibly. A meeting was called by Mayor Whitehead on the afternoon of the 14th, and a large crowd gathered at the Courthouse in sadness and sorrow, and adopted suitable resolutions of respect to the memory of our great and beloved hero.

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October 20th, Major William P. Williamson departed this life in the 61st year of his age. He was a Chief Engineer in the Confederate Navy, and filled the position during the entire war with distinguished ability.

October 22d, at "Tower Hill," his family seat in the county of Sussex, Va., Colonel George Blow, Sr., departed this life in the 84th year of his age. He was buried from the residence of his son (Judge Blow) in this city, on the 24th instant. Another good and honest man gathered to his fathers.

November 1st, Hon. Mr. Robeson, Secretary of the United States Navy, arrived in this city to make a political speech in behalf of James H. Platt, the Radical candidate for Congress from this District. The speaking took place at the Courthouse, but did not last long, as it was broken up in a row caused by the insolence of the negroes and the incendiary utterances of their white leaders. Pistols were freely used during the "scrimmage," and the Rads did some "tall running to save their bacon." [We guess Mr. Robeson will never attempt to make another political speech to the Norfolk

negroes. If he does, he will probably use more respectful language than he did upon the occasion of his last speech here].

EIGHTEEN HUNDRED AND SEVENTY-ONE.

January 3d, Messrs. R. O. Epes & Co.'s crockery store, on Main street, opposite the Customhouse, was destroyed by fire.

February 8th, Mrs. Martha Haynes Butt Bennett, died in the city of New York, after a very brief illness. She was one of Norfolk's most gifted daughters, and was a great loss to our literary as well as social circle.

February 23d, the carpenter shop of Messrs. Fletcher & Underhill, on Granby street, was entirely consumed by fire. Loss heavy beyond their insurance.

February 24th, Carey Weston died in the 27th year of his age. He was one of our most popular citizens, a devoted son, a kind and affectionate husband and a father, a true and generous friend, a tried and trusty soldier, an honored and upright Mason. He fell in the bloom and vigor of manhood, smitten by a mortal disease, which, in the short space of four days, wore out his young life and stilled his warm heart in death! Revered be his memory, for he was truly an ornament to life.

March 20th, Mrs. Adelaide Robinson, beloved wife of Dr. E. C. Robinson, departed this life. She was a consistant Christian, and was distinguished for her noble and lovely character. Her death carried sorrow to many hearts.

March 22d, Major Emanuel Myers died, in the 89th year of his age. He was a man of great distinction—having received several medals from the Great Napoleon for gallantry as a soldier. He was for many years a respected merchant here, and had a large circle of friends to grieve at his death.

March 23d, Messrs. T. A. Hardy & Son's warehouse on Wills' wharf, was destroyed by fire. Loss about $6,000, and insured.

March 29th, B. N. Brickhouse & Co.'s shoe store, and Robert Freeman's jewelry store, Nos. 21 and 23 Main street, were destroyed by fire. Most of Mr. Freeman's valuable goods were saved by being locked in a fire proof safe.

April 10th, Leon F. V. Schisano, Esq., the French Vice Consul of this port, departed this life after a long and painful illness. He was the eldest son of the late Pascal Schisano, who was the French Consul here for many years.

April 13th, the funeral of Henry M. Bowden, Esq., late member of the Legislature from this city, took place from his family residence on Freemason street.

April 18th, the Cornerstone of the Masonic Temple was formally laid, by Thomas F. Owens, Esq., Grand Master of the State. It was a grand occasion, and the Masons had a royal time.

May 25th was municipal election day for all city officers except Mayor. The Conservatives again carried the day, but several Radicals worked into office by the hypocrisy of weak-kneed men who were persuaded to vote for them. [At this election Robert T. Guinn was elected City Collector, over Captain John R. Ludlow, through the influence of Conservatives; and it was a lasting disgrace to the men who voted for him, for he afterwards "embezzled" (stole) a large amount of money from the city and "skedadled" to Yankee land. It is a well known fact, that, but few white Radicals can be trusted with money].

June 5th, the United Fire Company, Captain Samuel Kimberly, left for Baltimore on board the steamer Louisiana, Captain Darius J. Hill. They went on a pleasure trip, which was extended to Wilmington, Del. Dr. E. C. Robinson, then President of the Common Council, accompanied "the boys" on the tour.

June 9th, Mr. William W. Sharp died in the 70th year of his age. He was an honored citizen, and his death was regretted by our entire community.

June 15th, the first moonlight excursion of the season to Old Point and the Capes was given by the Norfolk City Guard (which Company has just been organized), under command of Captain Robert Freeman.

August 3d, the Potomac Boat Club, of Georgetown, D. C., beat the Undine Club, of Norfolk, in a six-oared race. A large number of persons witnessed the sport.

August 9th, the Knights of Pythias had a grand parade and banquet in honor of the presence of the Grand Chancellor of the State and other Grand officers.

August 22d, a large number of citizens accpted invitations extended by Colonel V. D. Groner, Agent of the Merchants' and Miners' Transportation Company, to enjoy an excursion on board the new steamer William Crane, which had just arrived here on her first trip from Boston. The steamer left her wharf about 11 o'clock A. M., and returned about 5 P. M. The excursion, and the handsome entertainment extended to the guests, were highly enjoyed —particularly by the ladies who graced the occasion with their presence.

August 31st, the Atlantic Hotel, which had been closed for several months, was opened by Mr. R. S. Dodson, of Baltimore. [This Hotel is still kept by Mr. Dodson, its owner, and is one of the most attractive houses in the South].

On the same day (August 31st) our people were grieved at the death of John P. Leigh, Esq., one of our best citizens. He was of the firm of Leigh Bros. & Phelps, and was a business man of fine talents and strict integrity. His death was a great loss to the community at large.

September 14th, the Excelsior Hose Company, of Lowell, Mass., arrived in this city on a visit to the Hope Fire Company.

September 16th, at night, some members of the United and Hope Fire Companies had a row, in which pistols were freely used, and several persons badly injured. There had been bad feeling between these two companies for some time previous to this difficulty.

James Dernay, of the United Fire Company, died on the 18th instant from the effects of a pistol-shot wound received in the firemen's fight of the 16th.

September 19th, the visiting firemen from Lowell, Mass., left for home on board the steamer William Crane, Captain Solomon Howes, of the Boston Steamship Line.

November 2d, the City Conservatives held an immense mass meeting to ratify the nomination of Messrs. Marshall Parks and Thomas R. Borland, as Delegates to the Legislature from this city. Among the brilliant speakers of the evening was Hon. A. M. Keiley, Mayor of the city of Richmond.

November 8th, Messrs. Marshall Parks and Thomas R. Borland were elected to the Legislature as Delegates from this city, over Messrs. George S. Oldfield and John F. Dezendorf, the Republican candidates. Here is the vote as officially recorded: Borland, 1,981; Parks, 1,976; Judge Oldfield, 1,750; Dezendorf, 1,728; average Conservative majority, 377.

November 21st, the Norfolk VIRGINIAN entered upon its 7th year of existence, under the firm of Glennan, Ruffin & Co., proprietors. Long may it flourish.

November 29th, our esteemed fellow-citizen, Judge Richard H. Baker, departed this life, in the 83d year of his age. He was buried from St. Paul's Church on the 30th instant, Rev. N. A. Okeson officiating. The funeral was attended by a large congregation, including the members of the Bar of this city and of Portsmouth. Another good man gone from our midst.

December 4th, another good old citizen died in the person of Mr. Nicholas Parker, a native of Isle of Wight county, but for many years a faithful Customhouse officer in this city.

December 12th, the St. Joseph's Benevolent Society of Norfolk was presented with a beautiful banner as a testimonial of esteem from Rev. Father M. O'Keefe, pastor of St. Mary's Catholic Church.

December 14th, the Norfolk City Guard paraded for the first time in public. They were clad in the "old familiar gray," and were commanded by Captain Nat. Burruss. The fine band from the U. S. Receiving-ship New Hampshire furnished music for the occasion.

December 20th, Mr. James Barry, one of our oldest citizens, breathed his last, after a protracted and painful illness, in the nine-

ty-eighth year of his age. He was the father of our esteemed townsman Capt. James E. Barry, and was respected and honored by our entire community.

December 30th, a frame building was burned down on the corner of Hawk and Lodge streets, and this was the first fire that the paid fire department ever worked upon in this city. [The paid department was severely cried down for awhile after it was organized (December 1871), but the, people soon saw the efficiency of it, and their objections gradually died out].

EIGHTEEN HUNDRED AND SEVENTY-TWO.

January 15th, Professor Donaldson made a balloon ascension from the lot near the gas works. A large crowd of people witnessed the daring gymnastic feats of the Professor as he gracefully ascended to the clouds. He landed just twenty-two miles from the city.

January 22d, the Norfolk Light Artillery Blues (newly organized) were inspected by Colonel Thomas F. Owens, Aide-de-Camp to Governor Walker. The Company passed inspection, and its officers were recommended for Commissions—William E. Taylor, Captain.

February 1st. Mr. Richard Walke, another old and highly esteemed citizen, departed this life in the 60th year of his age. He had been of one most useful citizens of this community and was a direct descendant of one of the first families that located in the Borough of Norfolk.

March 14th, Mrs. Margaret Walke Allmand, relict of Albert Allmand, Esq., died in the 77th year of her age. She was a daughter of Captain and Mrs. O'Grady, the latter being a descendant of Lord Baltimore. The funeral took place from the family residence on Boush street, Rev. Dr. Barten officiating.

March 22d, the Mercantile Bank of Norfolk was organized: Wm. J. Baker, President; Gilbert Elliott, Cashier; Hon. John Goode, Jr., Judge W. H. Burroughs, Messrs. Wm. J. Baker, C. G. Elliott and W. D. Aydlott, Directors.

March 24th, Edward Tabb Griffith, son of our well known citizen, E. J. Griffith Esq., departed this life in the 22d year of his age. He was a member of the Norfolk City Guard, and of Charity Lodge No. 10, Knights of Pythias.

April. During this month the ridiculous "Dolly Varden" lunacy captured the ladies of Norfolk, and swept off its victims by the hundred. It was revealed in linen, cotton, silk and woolen goods, the dark ground of which was illuminated with figures of leaves, vines and flowers, such as roses, hollyhocks, sunflowers, &c., of all the beatiful hues of the rain-bow. A friend of our says that the effect of this new style dress upon the masculine eye can only be described by such adjectives as "loud" or "stunning." It gives to lovely woman the appearance of a perambulating conservatory, and

it only needs the appearance of an occasional snail, butterfly, caterpillar or humming bird to complete the illusion. The Dolly Varden is expensive. One couldn't expect to get all that richness of color and profusion of design for the same price as vulgar Merrimacs, but one dollar a yard for calico is rather precipitous. But the Dolly Varden must run its course, and we must make up our minds to encounter it in parlor and kitchen as well as at Church and on the streets. [When "Dolly Varden" dresses were the style, the ladies did not hold them up to their waists to display "cardinal red" petticoats and fluted underskirts (often dingy) as they do now—the dear creatures were more modest then.]

April 5th, Mr. Edwin Booth delighted our theatre-goers with his sublime rendition of "Iago," in Shakspeare's Othello. He drew large audiences during the entire engagement. He was succeeded at the Opera House April 8th by the attractive "Berger Bell Ringers."

May 7th, the Undine and Chesapeake Boat Clubs of this city rowed a match race in their six-oared gigs over the usual "three mile course" (3⅛ miles). The race was won by the Chesapeake's crew in nineteen minutes and 20 seconds.

In the Undine boat, "Norfolk," six-oared gig, were the following men and weights:

Bow—William Webber	157 pounds
No. 2—J. C. Lynch	152 "
No. 3—James O'Rourke	148 "
No. 4.—J. C. Carroll	141 "
No. 5—James McMenamin	162 "
Stroke—John A. Hebrew	165 "
Coxswain—Ed. B. Lepage	130 "
Total	1,055 pounds

The Chesapeake's entered their six-oared gig "Vesta," with the crew and weights as follows:

Bow—William C. Dickson	149 pounds
No. 2—L. W. Tazewell	141 "
No. 3—J. C. Baker	143 "
No. 4—W. C. Hardy	169 "
No. 5—George McIntosh	150 "
Stroke—Fred Hardy	145 "
Coxswain—P. T. Moore	130 "
Total	1,027 pounds

On the day after this race the members of the Chesapeake Boat Club, in order to testify their appreciation of the skillful manner in which they had been trained by Mr. Faulkner, purchased a

handsome gold watch and chain to be presented to him. The watch was procured from Messrs. C. F. Greenwood & Bro., was an elegant affair, and bore on the inside of one of the cases the following inscription :

GEORGE FAULKNER,
FROM THE
CHESAPEAKE BOAT CLUB,
NORFOLK, VA.
MAY THE 7TH, 1872.
VESTA—19 MINUTES, 20 SECONDS.

At 4 o'clock in the afternoon a deputation from the Club, consisting of Messrs. John C. Baker, P. T. Moore, William C. Dickson, W. C. Hardy, John White, Fred. Hardy and others waited upon Mr. Faulkner, in his rooms at the Atlantic Hotel, and thanked him for the skill and patience he had exhibited in training their crew for a victorious race. After stating that they had paid him the visit for the purpose of bidding him farewell, John C. Baker, Esq., President of the Club, stepped forward and told Mr. Faulkner that he had been deputed by the Club to present to him on their behalf the watch he held in his hand, as a testimonial of their appreciation of his efforts in giving their crew a thorough course of training, by means of which they had been enabled to win a race which so many considered hopeless. He concluded by wishing that this might not be the last time he might have the training of the Chesapeakes, and assured him that whenever a race was in prospect he would be called upon, and that the members of the Club would place themselves under his guidance, with an assurance of victory.

Mr. Faulkner was surprised at this manifestation of kindness on the part of his new made friends. He wished them success in all their efforts, and received the watch as a token of their esteem.

May 22d, there was great excitement in the city over the approaching municipal election. The Republicans made a desperate effort to gain the victory, and used all manner of means to secure their ends. They caused conspicuous placards to be posted up at night, which contained the follows :

"TRUE REPUBLICANS VOTE YOUR TICKET STRAIGHT !
No Compromise on account of Race or Color ! !
Norfolk Expects Every Republican to Do His Duty ! ! !
No Cajoling with Conservatives ! ! !
Equal Rights for all ! ! !
THE PUBLIC SCHOOLS OPEN TO ALL WITHOUT DISTINCTION OF COLOR ! ! !
We Know our Rights, and Knowing, Dare Maintain Them ! ! !
By direction of (Signed) J. F. DEZENDORF,
Chairman of City Republican Ex. Committee."

This aroused the *white* men of Norfolk, and gave them new courage in their fight against those who were trying to degrade them, and their children.

May 23d, the election came off, and the *entire* Conservative ticket was elected, with the exception of the Councilmen in 4th Ward. The persons elected were as follows:

MAYOR:
JOHN R. LUDLOW.

CITY SERGEANT:
T. J. CORPREW.

COMMONWEALTH'S ATTORNEY:
WM. H. WHITE.

CITY COLLECTOR:
MERRITT T. COOKE.

CITY ATTORNEY:
WM. B. MARTIN.

COMMISSIONER OF REVENUE:
JOHN B. BRANHAM.

CITY SURVEYOR:
VIRGINIUS FREEMAN.

[All other city officers were elected by the new Council].

The following Councilmen were elected:

FIRST WARD—M. Flanagan, Charles Reid, W. C. Marrow, H. Hamburger, F. J. Robinson, W. E. Thomson, J. D. Proctor, C. B. Ackiss.

SECOND WARD—W. F. Allen, V. D. Groner, E. C. Robinson, W. J. Baker, R. C. Taylor, Fred. Taylor, Thomas Hope, Gus. Hanfts.

THIRD WARD—E. W. Face, T. A. Williams, J. W. Gregory, C. G. Elliott, W. E. Taylor, J. D. Couper, W. W. Gwathmey.

FOURTH WARD, (*Radicals*)—V. O. Cherry, J. D. Eppes, A. H. Portlock, J. F. Burwell, J. A. Riddick.

The defeated Radicals for city offices were as follows: For Mayor, R. T. Guinn; for Sergeant, W. B. Deggs; for Commonwealth's Attorney, Ed. Spaulding; for Collector, L. W. Webb; for City Attorney, J. Parker Jordan; for Commissioner of Revenue, A. L. Hill; for Surveyor, J. F. Dezendorf. [This election virtually put an end to Republican aspiration for office in Norfolk].

May 31st, the funeral of our respected citizen, Mr. Jacob Umstadter, took place, and was attended by a large number of sorrowing relatives and sympathizing friends. The services at the dwelling consisted of a German prayer by Rev. Louis Harefeld, and an address in the same language by Rev. Dr. A. S. Bettelheim, of Richmond—after which the remains were conveyed to the Synagogue, where Dr. Bettelheim delivered an impressive funeral oration.

June 1st, a young man named Wilder committed suicide on Church street. Upon his person the following letter was found, which we publish as a solemn warning to all young men who drink liquor to excess:

"Dear mother, father and brother, good-bye, for you will not see me again, as I have taken a dose of laudanum, which the doctors say will kill any man. You may think this is a rash act in me, but it is not so, as I have had it on my mind for two years or more.

"Dear mother, my reason for doing this is that I have contracted a habit of drinking liquor to such an extent that I cannot stop it, and rather than bring disgrace on you and brother I would rather die.

"From your loving son, CHARLIE F. WILDER."

June 3d, the Vue de l'Eau Hotel (on Sewell's Point) was opened for the reception of guests for the Summer season. The place was opened by Mr. R. S. Dodson, of the Atlantic Hotel, who was ably assisted in its management by Mr. Joe Sam Brown, of Portsmouth, one of Virginia's most jovial and deservedly popular young men. [The grand opening ball at this popular resort took place June 20th, and was well patronized by the Norfolk and Portsmouth people].

June 25th, Dr. W. H. Finch, a native of Portsmouth, but for many years a resident of this city, departed this life in the 48th year of his age. He was an honest and industrious man, and universally popular.

July 10th, news was received here of the endorsation of Horace Greeley for President by the National Democratic Convention, which assembled in Baltimore. There was some enthusiasm manifested, but many staunch old Democrats in Norfolk "didn't enthuse worth a cent." [The nomination of Greeley and Brown proved to be an unfortunate event for the Democracy].

July 22d, a Greeley and Brown ratification meeting was held at the Courthouse by the Conservatives. Colonel J. W. Hinton presided over the meeting, and the large audience was addressed by United States Senator J. R. Doolittle, of Wisconsin, and other speakers. A committee was appointed to organize the "Chappaqua" Club (named in honor of Mr. Greeley's country residence), and report suitable persons as permanent officers, when the following were recommended: President, John B. Whitehead; Vice-Presidents, James Y. Leigh, E. W. Face, Francis DeCordy, J. F. Wellborn; Treasurer, T. B. Rowland; Secretary, H. P. McPhail; Corresponding Secretary, A. B. Cooke.

A motion by Colonel L. D. Starke that the recommendations of the committee be adopted, was carried.

The following resolution was unanimously adopted and the meeting adjourned:

"*Resolved*, That we, the Chappaqua Club, composed of citizens of Norfolk, irrespective of past political differences, who are desirous of having peace and good will between all sections of our country, do hereby ratify the nominations of Horace Greeley, for the Presidency, and B. Gratz Brown, for Vice-Presidency of the United States, and that we do cordially adopt the platform of principles adopted at Cincinnati and reaffirmed at Baltimore."

July 24th, the National Hotel, with furniture and fixtures, was sold by auction for the sum of $37,100. Mrs. E. L. Jenkins, the

proprietress of the Mansion House, was the bidder, but afterwards gave up the bargain to Messrs. Holt & Bro., two elegant gentlemen from Lynchburg, Va., the former proprietors of the well-known Norvell House, in that city.

August 7th, Mrs. Ann E. Woodbridge, wife of Mr. John J. Woodbridge, was killed on the Ocean View Road, by a fish cart running into the buggy in which she was seated. This terrible accident was the result of reckless driving.

September 19th, a Greeley pole was raised at the head of Market Square by the "Chappaqua Club." The pole, 76 feet long, was cut from Mr. Greeley's farm land at Chappaqua, New York, and brought here on a New York steamer.

September 29th, Mr. N. B. Strong's livery stable, on Union street, was destroyed by fire. Several mules and horses perished in the flames. Several other buildings were badly damaged by this fire. During the conflagration Mr. James Denny, one of our most valuable firemen, saved Mr. Strong's watch and pocketbook from the flames at great personal risk of life. The act was a brave and daring one.

October 3d, Mr. Daniel Moloney's livery stable, on corner of Union and Church streets, was entirely destroyed by fire. All the horses and some of the vehicles, harness, &c., were saved by the employees at the stable, assisted by the firemen. Insurance on the building was only $2,000.

October 7th, the good Sister Mary Agnes, of St. Mary's Asylum, departed this life. She was a victim of consumption, and was a great sufferer, but bore her misfortune with great fortitude, and never faltered in her duties.

October 10th, Captain Adam Baum departed this life. He was a brave soldier and useful citizen, and his death caused deep regret throughout our whole community. His funeral was attended by the Independent Order Mechanics, the Odd Fellows, firemen, and many other citizens.

October 20th, Wright Southgate Whittle, one of our most talented and promising young lawyers, departed this life in the 24th year of his age. He was a member of Owens Lodge of Masons, and was buried with Masonic honors. The death of this young man cast a gloom over the entire community.

October 22d, the Virginia and North Carolina Agricultural Society begun its fair, which lasted six days. The exhibition would have been a grand success had it not been for bad weather.

October 26th, another explosion occurred at Capt. William A. Graves' ship-yard, by which two men were killed and six or seven wounded. Those killed were Peter Tines, and a colored engineer named Peter Evans.

October 30th, Mr. Edward Glennan, another respected and ven-

erable citizen, departed this life, in the 64th year of his age. He was a native of Ireland, but came to Norfolk many years ago.

November 5th, the Presidential election occurred. The majority for Greeley and Brown in this city was only *one vote.* Maj. Baker P. Lee's majority over James H. Platt for Congress, was sixty-one.

The official vote of this (2d) Congressional District, was as follows: Grant, 15,621; Greeley, 10,081; James H. Platt, 15,553; Baker P. Lee, 10,339. Grant's majority over Greeley, 5,540; Platt's majority over Lee, 5,214.

November 29th, Mr. Thomas Smith, one of our leading dry goods merchants and successful business men, departed this life, after a short illness. His funeral took place from St. Mary's Church, in presence of a large assemblage of former friends and acquaintances.

During this month the horses of Norfolk were attacked with Epizooty, a terrible disease, which killed many valuable animals in our midst. Fully nine-tenths of the horses in the city were afflicted with the malady.

December 16th, the Norfolk VIRGINIAN announced the retirement of T. B. Ruffin, Esq., from the firm of Glennan, Ruffin & Co. Mr. R. sold his interest in the paper to M. Glennan, Esq., and the new firm-name was Glennan & Adkisson.

December 19th, the annual meeting of the Atlantic, Mississippi and Ohio Railroad Company, was held at the Opera House. Hon. Thos. S. Bocock, of Lynchburg, was chosen chairman of the meeting and Captain N. M. Osborne, Secretary. The President's annual report was submitted and received with much satisfaction to the stockholders.

December 20th, the Stockholders of the Atlantic, Mississippi & Ohio Railroad, with many invited guests, were tendered a complimentary excursion trip to Old Point Comfort, on the Steamer George Leary, through the courtesy of Captain John M. Robinson, President of the Baltimore Steam Packet Company. The trip was very much enjoyed—particularly by the visitors from the Mountains, some of whom were "never on board of a steamboat before." After viewing the big guns and other sights at Fort Monroe, the party returned to the city in the best humor imaginable.

EIGHTEEN HUNDRED AND SEVENTY-THREE.

January 10th, the Pythians' "Castle Hall" was formerly dedicated. Addresses were delivered by Judge George S. Oldfield, and Rev. R. M. Saunders.

January 13th, Madame Fannie Janauschek, appeared at our Opera House, the first time in Norfolk, and created quite a sensation among the theatre-goers. She played "Mary Stuart," in

Schiller's beautiful representation of the hapless Queen, and was well supported by Mr. James H. Taylor.

February 4th, a meeting of citizens was held at the Courthouse to adopt resolutions of respect to the memory of the late Commodore Mathew Maury.

February 8th, Mr. Joseph H. Jarratt, formerly of Sussex County, died suddenly at the City Hall, while conversing with an official. He was 58 years of age, and had been living in Norfolk about six years.

March 3d, Captain Robert M. Balls died in the 55th year of his age. He was paralyzed in 1869 and had been an invalid ever since. His usefulness as a member of the Howard Association in 1855, will not soon be forgotten.

March 8th, George W. Brown, a good citizen, died very suddenly while at work near the city. Mr. B. was a member of the Fayette Artillery, from Richmond, during the war, and in one of the engagements near his native city he was wounded in fifty-six different places by the explosion of a shell from a Federal battery. He was captured on Lee's retreat and sent to Point Lookout prison, where he remained until the summer of 1865, when he was paroled and came to Norfolk.

March 13th, Edward Walter Shelton, one of our rising young merchants, departed this life, in the 33d year of his age. He was a gallant member of the "Norfolk Juniors," 12th Virginia Regiment, Mahone's Brigade, during the entire war, and was twice wounded in defence of Southern Rights. Green be the grass that grows upon his grave, that his virtues may be fresh in our memory.

April 6th, Hannan & Kelly's livery stables, and several houses adjoining, on Union street, were destroyed by fire. Horses all saved. No insurance on any of the personal property destroyed.

April 9th, the corner-stone of the Protestant Episcopal Guild (now St. Luke's Church, on Bute street), was formally laid—Rev. Dr. O. S. Barten, of Christ Church, officiating. The chosen orator of the occasion was Hon. John Goode, Jr., who delivered an appropriate address.

May 20th, the exciting boat race between the Chesapeake Boat Club of Norfolk, and the Seaboard Club of Portsmouth, took place over the usual three mile course down our harbor. This race was witnessed by an immense crowd of persons and was intensly exciting, as it had been the subject of conversation for some months previous. The Chesapeakes had been victorious in all their races, and they wore their laurels proudly and confidently; but the "youngsters" from "across the way," knowing what splendid talent they had to contend against, worked with all their might to make themselves equal to the task before them, and they succeeded—their

victory was complete. They made the trip in eighteen minutes and fifty-five seconds, against nineteen minutes and twenty-five seconds, for the Chesapeakes. The Seaboard's crew consisted of the following young men:

	Age.	Weight.
Boyer Lemosey, bow,	17	133
Jas. H. Brown, Jr., No. 2,	17	128
C. H. Niemeyer, No. 3,	19	140
Herman C. Niemeyer, No. 4,	17	146
Jas. T. Burton, No. 5,	23	140
W. F. Lemosey, stroke,	19	141
N. A. White, coxswain,	19	108
Total		936

Their boat, a six-oared gig, was called the "Ripple," built in New York.

The Chesapeake's crew was composed of the following well known gentlemen:

Bow Oar—Wm. A. Graves, Jr.,	137 lbs.
No. 5—F. B. Dornin	128 "
" 4—W. C. Dickson	151 "
" 3—L. W. Tazewell	144 "
" 2—J. C. Baker	146 "
Stroke—Fred. Hardy	145 "
Coxswain—Wm. Waller	106 "
Total	957

Their gig was called the "Vesta," and was built in Boston.

May 22d, Edward Davis Hodges, a former associate of the Norfolk VIRGINIAN, and a good and useful citizen, departed this life.

May 24th, Colonel Thomas J. Corprew died. He was a man well known for his great force of character—a true friend, full of generous impulses, and a public spirited citizen, he drew around him a large circle of devoted admirers, and no man ever died in our midst who was more loved by his friends. Colonel Corprew had for years been a true and faithful public servant.

June 2d, Colonel Robert L. Owen, formerly of Lynchburg, Va., and Ex-President of the Virginia and Tennessee Railroad, died at the St. Vincent de Paul Hospital, in the 53d year of his age. In 1869 he was elected to the State Senate from Lynchburg, and served one term. In 1871 he moved to this city and purchased the well known Drummond farm, in Norfolk county, four miles from town. He left a faithful and devoted wife, and two sons to mourn his loss. Colonel Owen was a distinguished and patriotic Virginian, a good man, and a worthy Master Mason.

June 4th, the Chesapeake Boat Blub of this city gained a victory

over the Analostan Club, of Washington, in a three mile race on the Potomac. The news of this victory (over the "crack club" of Washington) cause much pleasurable excitement here. The crew of the Chesapeake Club in this race was as follows:

Fred. Hardy, stroke,... 145 lbs.
John Baker, three..... 146 "
L. W. Tazewell, two..... 142 "
W. C. Dixon, bow 149 "

The boat used by our boys was a four-oared shell, called the Chesapeake. When the victorious crew returned home, they were received by our people with an ovation not soon to be forgotten. An address of "welcome home" was delivered by Col. J. W. Hinton, and a grand banquet was given at Atlantic Hotel, in honor of the event.

June 21st, Mr. John Gormley, an aged and respected citizen, departed this life. In all his transactions with his fellow men he displayed the character of a Christian.

June 24th, the Old Street Fire Company, of Petersburg, Captain Thelly Nugent, arrived in this city on a visit, and were received with usual honors and courtesies by our firemen.

June 25th, the buildings at Captain Wm. A. Graves' ship-yard, together with the shipping-house of Jacob Baum & Co., and Mr. A. A. McCullough's stable, were destroyed by fire. Mr. Graves' loss in machinery and lumber was estimated at about $30,000, and not half insured.

July 20th, Mr. John Dodd departed this life, in the ninety-first year of his age. The deceased was a native of Ireland, but had been an esteemed and useful member of this community for more than fifty years. He was conspicuous for his integrity and manliness of character, and by his energy and industry, he had accumulated a handsome fortune for the support of his family. His death was deeply lamented, for the city could ill afford to lose such a man.

July 25th and 26th, the stores of Hofheimer, & Co., S. Frank, W. R. Hudgins, & Co., L. Raphael, W. T. Harrison & Son., J. R. Lewellen, and Taylor, Martin & Co., were destroyed by fire.

On the night of 26th, and on Sunday, the 27th, the fire broke out again in the same row of buildings, and destroyed Weil & Ullman's shoe store, and Robert Nott's fancy store. J. D. Gale's hardware store was also badly damaged, both by fire and water. This was the largest conflagration that had occurred here since the war—the loss being over $200,000 on the nine buildings and stocks, which was mostly covered by insurance.

September 1st, the free letter-delivery system (by carriers) was put in operation here by the United States Postal authorities.

October 1st, Captain James Barron Hope retired from the editorial chair of the VIRGINIAN, to enter another field of usefulness in the same line of business.

October 4th, Captain Finley F. Ferguson died. He was an honored citizen, and had filled many positions of trust in our community. He was truly a noble man.

October 7th, the second annual exhibition (since the war) of our Agricultural Society was commenced under favorable circumstances. The annual address was delivered on the 8th inst., by Gen. W. B. Taliaferro, one of Virginia's brave and chivalrous sons. The fair lasted four days and closed with a tournament. [It was at this exhibition that Mr. John A. McCaull's trotting horse, "Orange Blossom," was first brought to the notice of the Virginia people. He afterwards proved to be a fast one. Mr. McCaull lives in Roanoke county, where he has a stud farm, and raises fine horses].

October 13th, Gustavus R. Hanfts, a well known and popular German citizen of Norfolk, died in the 33d year of his age.

October 15th, our City Councils met and appropriated fifteen hundred dollars to be sent to the Yellow Fever sufferers of Memphis, Tennessee.

October 16th, the booming of cannon and sound of fife and drum, told the people that a grand Conservative Mass Meeting would be held at the National Hotel, at 8 o'clock P. M. The hotel building was handsomely illuminated, and the front portico was decorated with flags. Major W. T. Taliaferro was selected as chairman of the meeting, and addresses were delivered by Captain John S. Wise, Ex-Governor Wm. Smith and Gen. Jas. L. Kemper—the latter being the Conservative candidate for Governor, against Colonel Robert W. Hughes, the Republican nominee.

October 19th, the Second Presbyterian Church (on Freemason street) was solemnly dedicated to the service of God. The preliminary services were conducted by Rev. Dr. Geo. D. Armstrong, of the First Presbyterian Church, and the dedication sermon was preached by Rev. Moses D. Hoge, of Richmond, from the following text: 12th chapter John, and 32d verse—"And I, if I be lifted up, will draw all men unto me." [The congregation of this Church effected its organization in July, 1871, by the election of William H. Broughton, William D. Reynolds, and David Humphreys, as Elders; and J. M. Freeman, Henry S. Reynolds and Luther Sheldon, as Deacons. Rev. Neander M. Woods, of Kentucky, accepted a pastoral call to the Church, and up to this writing (1877) has faithfully ministered unto the growing congregation].

October 18th, the Councils met in joint session and elected the following Water Commissioners for the term of two years: Messrs. George K. Goodridge, W. W. Chamberlaine, and Capt. John S. Tucker.

October 21st was the occasion of another grand Conservative rally, in the cause of Kemper and Withers, our candidates for Governor and Lieutenant Governor. His Excellency, Gov-

ernor Gilbert C. Walker, came to the city to address the people upon the occasion, and he was met at the depot by one of the largest torchlight processions ever seen in Norfolk. The speaking took place from the front balcony of the National Hotel; Gov. Walker, Col. R. B. Berkley, of Farmville, and Colonel William E. Cameron, of Petersburg, delivered suitable addresses. This meeting was presided over gracefully by Thomas R. Borland, Esq.

October 25th, Rev. Neander M. Woods, was ordained to the full work of the gospel ministry, by the East Hanover Presbytery, which was then in session at the Second Presbyterian Church—Rev. W. A. Campbell, preaching the ordination sermon. Mr. Woods was, on the same day, duly installed as pastor of the Second Church—Rev. Mr. Darnell, delivering the "charge to the pastor," and Rev. Dr. M. D. Hoge, the charge to congregation.

October 28th, the Conservative Nominating Convention of the city met, and nominated Major Wm. E. Foster, and Mr. Frederick S. Taylor, as candidates to represent the city in the House of Delegates, of the State Legislature. Colonel William S. Oswald, the efficient City Superintendant of the party, presided over the Convention, and the members of the press acted as Secretaries. [Major C. B. Duffield, of Norfolk, had been previously nominated by the Conservatives of the District for a seat in the Senate. Princess Anne County and Norfolk City, composed the Senatorial District].

November 1st, another grand rally of the Norfolk Conservatives took place at the National Hotel. Speeches were delivered by Major William E. Foster, Major C. B. Duffield, and Fred. S. Taylor, Esq., our candidates for the Legislature, and Colonel O. T. Beard, a Northern Republican, who, since his residence in Richmond, Va., had found out what class of men composed the Republican party in the South, and knowing that the ascendancy of such a party, with negroes and carpetbaggers at the head of it, would literally paralyze the commercial and mechanical industry of the State, took the stump boldly and manfully against it, and advocated the Conservative cause. This distinguished gentleman has endeared himself to the Virginians who know him, and he was warmly received upon the occasion of his first speech in our city.

November 4th, the election of General James L. Kemper as Governor of Virginia over Colonel Robert W. Hughes, the Republican nominee, occurred. Kemper's majority in this city was 828, the largest Conservative majority given in Norfolk since the war—up to that time. Our candidates for the Legislature (Duffield, Foster and Taylor) were also elected. Kemper's official majority in the State over Hughes was 27,257. [We will state, in passing, that Colonel Robert W. Hughes, at the time of his nomination, was the strongest and most popular Republican in Virginia. He

is at present United States District Court Judge (at Norfolk, Richmond and Alexandria), as successor to Judge John C. Underwood, deceased, and in this position he is honored and respected by the best people of our State. Being "native here and to the manner born," Judge Hughes is too noble and pure to act in any way not consistent with the demands of justice and honesty. His political opinions and associations have not yet lead him from the plain path of official duty, nor have they been of such a nature as to compromise him in the estimation of his political opponents. General Kemper's victory over *such* a Republican was a double triumph, and he may well be proud of it. There are no Republicans in Virginia, and very few in the whole South, who can command the respect that Judge Hughes enjoys].

November 5th, Messrs. R. W Smith & Co.'s little bay mare Nellie, a pacer, was matched against the New York trotting mare Huntress, for a fifteen hundred dollar purse. The race came off at the Compostella race track, near this city, and was won by Nellie, the Norfolk mare—she winning three out of the five heats, viz: the second, third and fifth, one mile each. Best time made was 2:32¼. A large crowd of people witnessed the sport, and were delighted at Norfolk's victory. [Nellie afterwards paced a mile in 2:30, and at *this* time (1877) can *trot* almost as fast as she paced then. She is a remarkable little animal].

November 11th, the fourth annual session of the Virginia Medical Society met in this city, in the lecture room of Christ Church. An address of welcome was delivered by Dr. Samuel Selden, of Norfolk. The annual oration was delivered by Dr. R. S. Hamilton, of Staunton. Dr. Harvey Black, of Montgomery County, presided over the meeting until the new President, Dr. Alfred G. Tebault, of Princess Anne County, was elected.

December 13th, Judge Thomas C. Tabb departed this life in the 73d year of his age. He was a prominent and well-known gentleman, an able lawyer and a true friend. The members of the Norfolk Bar held a meeting and adopted resolution of respect to his memory.

December 17th, Mr. Joseph Jefferson, the great American Comedian, played Rip Van Winkle for the first time in this city. A large audience greeted him.

December 26th, Mrs. Lucy Ann, the beloved wife of Rev. Dr. N. A. Okeson, rector of St. Paul's Episcopal Church, departed this life after a long and painful illness. This excellent lady was loved by all who knew her.

On same day, Mr. Elisha Pendleton died very suddenly at his residence on Freemason street. He was over 75 years of age, and highly respected.

EIGHTEEN HUNDRED AND SEVENTY-FOUR.

January 7th, a splendid collation was given to the business men of Norfolk, on board the magnificent new Iron Steamship Johns Hopkins, upon this the date of her first trip to Norfolk. The Hopkins is the finest boat on the Norfolk and Boston line—the pride of the Merchants' and Miners' Transportation Company.

January 24th, Mrs. James A. Oates, and her very popular company, played the amusing burlesque opera of "Fortunio," to a large audience at our Opera House.

February 1st, Mrs. Annie Carter, the beloved wife of Rev. W. E. Edwards, pastor of the Granby Street M. E. Church, departed this life. Her remains were taken to Richmond, her former home, for interment.

February 5th, Professor W. H. Donaldson, the Æronaut, made a balloon ascension from Market Square. Mr. T. H. Johnson, of Norfolk, accompanied the Professor on the airy trip.

February 9th, our respected townsman, Thomas T. Cropper, Esq., departed this life in the 65th year of his age. He was a popular and useful citizen.

February 13th, Mr. Wm. J. Hardy, one of our most valuable citizens, departed this life in the 77th year of his age. As a systematic, upright and honorable business man he had but few equals; as a kind and devoted husband and father, he had no superiors. He had been actively engaged in business here for many years, and at the time of his death was the Norfolk Agent of the Peruvian Government, for the sale of its celebrated guano. When the broke out Mr. Hardy retired from business, and devoted himself to his affectionate family.

February 16th, a fire occurred near the corner of Water street and Market Square, which nearly destroyed R. P. Lovitt's dry goods store, B. Goodrich & Co.'s liquor store, A. G Lyons' liquor store, M. Puccini's fruit stand, and L. Hoffman's tobacco and cigar store.

February 25th, Mr. John W. Barcroft, one of our most popular restaurant keepers, departed this life in the 52d year of his age, after a short illness. He was a kind and generous man, a warm and faithful friend.

March 1st, General John S. Millson, another of Norfolk's oldest and most prominent citizens, breathed his last. He was born here in the year 1808; was married in 1841; was one of the Polk and Dallas electors in 1844; was a canvasser for the Democratic nominee for the Presidency in 1848; was elected to Congress in 1849, and kept his seat until the war broke out, when he resigned and came home, to resume the practice of law. He was, at the time of his death, the oldest member of the Norfolk Bar.

March 18th, our people were called upon to mourn the death of Mr. C. W. Grandy, Sr., who departed this life in the 66th year of his age. He was one of our oldest merchants and was eminently successful in business. He came to Norfolk in 1844, from Camden County, North Carolina, and commenced the commission business, establishing the house which now bears his name, in 1845. He was at one time the beloved Captain of the Norfolk Blues, which company one of his sons commanded so gallantly during a portion of the late war. The merchants held a mass meeting on the 20th instant, and adopted resolutions of respect in memory of their deceased friend.

March 26th, Hon. John B. Whitehead was presented with a magnificent silver punch-bowl and ladle, bearing the following inscription, which fully explains itself:

"*Presented to the Hon. John B. Whitehead, by the Clearing House Association of Norfolk and Portsmouth, in testimony of their high appreciation of the valuable services gratuitously rendered by him while acting as Trustee and Custodian of securities during the financial crisis of* 1873." "*Præsens absensque idem erit.*"

April 22d, Commodore T. Aloysius Dornin, another old and highly esteemed citizen of Norfolk, died in the 74th year of his age. His death took place in Savannah, Ga., at the residence of his daughter. The deceased entered the United States Navy as a Midshipman in 1815, appointed from the State of Maryland, and rapidly rose to the rank of Captain. In 1856 he was made Commandant of the Norfolk Navy-yard, and remained in that position three years. He was next in command of the San Jacinto, on the coast of Africa, where he remained until the late war begun,when he was ordered home in command of the Constellation. In 1862 he was made a Commodore, and was assigned to the command of the Naval Station at Baltimore, where he remained during the entire war. In 1837 he married Mrs. Thorburn, of Fredericksburg, and to them were born six children—two of his sons served in the Confederate Navy during the war. Commodore Dornin was a native of Ireland, and his father was exiled in 1803 on account of his friendship for Robert Emmett, the Irish patriot.

April 25th, at night, a disturbance occurred between some drunken men on Church street, which resulted in a fight,and during which, pistols were fired, and a young man named John W. Gaylord was instantly killed. It is said that the unfortunate young man had nothing whatever to do with the row that was going on at the time, and that he only went to the scene of it through excited curiosity. It is generally supposed that he was accidentally shot, or shot through mistake; but some persons contend that he was deliberately murdered. The truth of the case will probably never be known.

April 28th, Mr. John B. Upshur departed this life in the 44th year of his age. He was a good citizen and served gallantly as a Confederate soldier during the late war.

May 5th, the first Grand Gift Concert of the Masonic Relief Association of Norfolk, took place at the Opera House. The Navy-yard Band discoursed excellent music, and the largest crowd that was ever congregated in the house was present that night. This gift exhibition was arranged upon the plan of a lottery. It was gotten up to raise money to complete the Masonic Temple, then in an unfinished state. The Relief Association was organized, and incorporated by the Legislature; and their Gift Concerts were carried on under a special charter. The capital prize in this, the first gift distribution, was $25,000, and was drawn by our respected fellow citizen, James Reid, Esq., proprietor of Reid's well known steam bakery on Main street.

May 9th, Andrew Jackson Mellon, departed this life in Lynchburg, Va. He was a conductor on the Atlantic, Mississippi and Ohio Railroad, and had many friends in this city, which had been his home for about one year. In all stations of life he was an honest man, a sympathizing friend and genial companion. His noble heart did often throb with sorrow for the misfortunes of his friends, and beat with joy for their happiness and prosperity. The writer of this knew him for many years, and never heard one word spoken of "Jack Mellon" except in his praise.

May 15th, a complimentary benefit was tendered by numerous citizens to Harry and Rose Watkins, the popular actors, at the Opera House. The night was inclement, but the crowd was good, nevertheless. The play was called "Trodden Down; or, Under Two Flags."

May 25th, a warehouse on one of the wharves, belonging to Mrs. Tunis, was discovered to be on fire. It contained a large amount of cotton and guano, stored by Messrs. Hymans & Dancy—all of which was slightly injured. [Since the city has had her water works and paid fire department in operation, fires don't amount to anything serious].

May 28th was municipal election day, and there was great excitement about it. The Republicans refused to put a ticket in the field, and this fact so overjoyed the Conservatives that *they* had a little family quarrel, and nominated two full tickets for the city offices—one known as the Whitehead ticket, and the other as the Kimberly ticket—the latter being defeated by about 400 (average) majority. The following officers were elected, viz: Mayor, Hon. John B. Whitehead; Sergeant, W. Hunter Saunders; Collector, M. T. Cooke; Commonwealth's Attorney, W. H. White; City Attorney, W. B. Martin; Commissioner of Revenue, John B. Branham; City Surveyor, J. C. Cooke.

June 4th, Colonel William L. Oswald, the valuable and energetic Superintendent of the City Conservative party, died suddenly at his country residence, about four miles from the city. He was about 43 years of age, and came here to live in 1864, from West Troy, New York. He was an ardent Democrat, and was twice elected to the New York Legislature. He took an active part against the Radicals of Norfolk, and the Conservatives, seeing his usefulness and good sense, elected him as their Chief—and a good one he was.

June 8th, the grand opening ball of the season took place at Vue de l'Eau, under the management of Captain James Little, the new proprietor of the place. A large crowd of ladies and gents from Norfolk went down, and returned on the Steamer Banks at 12 P. M.

June 10th, the fourth annual session of the Catholic Benevolent Union of this State, met in Norfolk, at St. Mary's Chapel on Holt street. The body was in session three days, and the large number of delegates were *feted* and otherwise honored by the local Catholic societies and clubs.

June 16th, Mr. Jas. H. Johnson, another fine business man and valuable citizen, departed this life. He was seventy-three years of age.

July 14th, the 9th Annual Session of the Virginia Educational Association, convened in this city. Professor B. L. Gildersleeve, its President, delivered a fine address. The body was in session four days.

July 28th, Mr. W. W. Hall, departed this life in the 77th year of his age. He was well known as a kind and generous man. He was buried by Lafayette Lodge, No. 9, I. O. Odd Fellows, from the Cumberland Street M. E. Church.

August 6th, Colonel William W. Lamb, one of our oldest and best loved citizens breathed his last. He was 70 years of age, and had often served this comunity in various places of trust, with fidelity and satisfaction. His death caused a gloom to spread over the entire city, for the people all loved him.

August 12th, the Conservatives reorganized their party by electing Mr. William F. Allen as Superintendent, *vice* Colonel W. L. Oswald, deceased. The interests of the party could not have been trusted to a better man than Mr. Allen, as subsequent events plainly proved.

September 9th, an exciting boat race took place between two Portsmouth clubs, viz: the VIRGINIA and the ELIZABETH. The race was won by the latter club in nineteen minutes and fifty-eight seconds. It was a six-oared gig contest for the championship of the harbor, and was witnessed by a large gathering of Norfolk people.

September 17th, a large delegation of gentlemen from the Texas Editorial Association, arrived in this city on a visit, and were hospi-

tably received by the members of the Norfolk press and our chief city officials. The visitors were taken to the Navy-yard and to Old Point, and were extended many other courtesies.

November 3d, occurred the most exciting election ever held in this Congressional District. It was the day on which the Hon. John Goode, Jr., one of Virginia's noblest and most gifted sons, defeated the notorious Vermont carpet-bagger, James H. Platt, Jr., for Congress from this District. Platt had been *mis*representing us in the National Legislature for several years and the people concluded that they had been disgraced quite long enough; so they "put their shoulders to the wheel," and gallantly overcome "Dr." Platt's 5,000 negro majority, and elected Mr. Goode—thereby ridding this people of the greatest nuisance they ever endured, viz: the presence in their midst of so vile a man as James H. Platt, Jr., of Vermont.

November 13th, the fine Steamer Louisiana, of the Old Bay Line, collided with the steamship Falcon, of the Baltimore and Charleston Line, and was sunk. The accident occurred in Chesapeake Bay. Captain W. R. Mayo, of this city, commanded the Louisiana, and by his coolness and prompt action, all the passengers and their baggage, all the Express and Mail matter, and many valuable articles belonging to the boat were removed from her before she sunk. The Falcon conveyed the Louisiania's passengers to Baltimore, from which place the sad news was telegraphed to Norfolk. The lost boat was the finest one on the line, and cost more than $150,000.

November 18th, Mr. Samuel R. Veale died in the 60th year of his age. He was a prominent member of the Odd Fellows, and a highly respected citizen.

November 25th, our esteemed fellow citizen, Mr. D. C. Crowell, departed this life in the 47th year of his age. He left a large circle of friends and relatives to mourn his loss to the community.

November 26th, (at night) Norfolk was brilliantly illuminated in honor of the election of Hon. John Goode, Jr., to Congress, over Platt, the carpet-bagger. The demonstration upon this occasion was the most enthusiastic ever witnessed in the city—the torchlight procession was the largest and the fireworks the grandest. Never in the history of the place was there such tumultuous rejoicing over *any event*, as there was over Mr. Goode's triumph.

December 1st, (at night) the Norfolk Conservatives again formed in a torchlight procession and marched over to Portsmouth, to aid the gallant people of that place in honoring John Goode's election. Our Sister City "fairly outrivaled" Norfolk in the brilliancy of her illuminations. [This same kind of rejoicing was carried on all through the District].

December 16th, the upper part of the store-house of Messrs. Heard & Bro., produce dealers, on Roanoke square, was destroyed

by fire. The building was owned by Hon. John B. Whitehead, and was insured. Loss of stock was very slight, as the flames did not reach the lower floor of the building.

December 27th, Sunday night, Rev. Thomas Hume, Jr., was installed as the pastor of the Cumberland Street Baptist Church. The installation services were conducted by Rev. Messrs. William E. Hatcher, of Petersburg, W. D. Thomas and Reuben Jones. A large congregation was present.

December 29th, the second (and last) Grand Gift Concert of the Masonic Relief Association took place at the Opera House, in presence of a vast audience. The brass band from the United States Receiving Ship New Hampshire was engaged, and discoursed excellent music. The capital prize of $7,500 was drawn jointly by two gentlemen—one in Richmond, and the other in Chicago.

EIGHTEEN HUNDRED AND SEVENTY-FIVE.

January 9th, a Roller Skating Rink was opened at Johnson's Hall. Our young people of both sexes enjoyed the sport very much for several weeks.

January 23d, Colonel James W. Hinton died suddenly, and great gloom was cast upon our community. He was an eminent lawyer, a patriotic citizen, an able and active vindicator of truth and justice. His death was a great loss not only to this city and District, but to the whole State of Virginia. The Norfolk Bar, the officers of the Granby Street M. E. Church, and Owens Lodge of Masons, adopted suitable resolutions in respect to his memory.

Thursday night, January 28th, the steamer Lady of the Lake, of the Norfolk and Washington, D. C., Line, was destroyed by fire while lying at her wharf in this city. She was a sidewheel steamer, built in New York in 1866, cost $100,000, and was only partially insured.

February 4th, a banquet was given at the Atlantic Hotel to a delegation of gentlemen who visited Norfolk from along the line of the Rappahannock river. The visitors were mostly merchants and produce raisers, and they came here on business connected with the proposed new line of steamers between Fredericksburg and our city.

March 4th, Messrs. Baird, Roper & Co.'s three-masted schooner "Lydia H. Roper" was launched from their ship-yard near Gilmerton, on the Southern Branch of the Elizabeth river. A large number of Norfolk people were invited to be present, and greatly enjoyed the beautiful sight.

On the night of the same day, our city was thrown into a state of excitement on account of the murder of a white woman named Lizzie Stevenson, *alias* Alice Robinson, by a mulatto man named James Bruce. [Bruce was afterwards tried and sent to the penitentiary for 18 years].

March 8th, the United States Sloop of War Huron—name afterwards changed to the Alliance—was launched at our Navy-yard in presence of at least ten thousand persons. Among the distinguished personages present was Mrs. Scott Siddons, the great "Queen of Tragedy," who was in Norfolk at the time on a professional visit—giving public readings.

March 29th, Mr. William J. Taylor, a native of Norfolk, and a former member of the Blues, died in Philadelphia. His remains were brought here for interment.

April 5th, R. Joseph Drummond, another former member of the Blues, and a popular young citizen, departed this life in the 35th year of his age. He was buried with military honors—the Blues firing a salute to his memory.

April 7th, another delegation of visitors from the vicinity of Fredericksburg, arrived here on the steamer Eliza Hancox, and were hospitably received and entertained by our merchants.

April 9th, the Norfolk City Guard, Captain E. V. White, celebrated their fourth anniversary by a grand parade—after which they partook of a handsome collation at Mr. Charles Brown's restaurant, on Hill street, where toasts and speeches were gracefully enjoyed during the entire evening.

April 23d, Mr. William Grieves, a well known citizen, and a Scotchman by birth, died very suddenly, in the 55th year of his age. He was buried by the Odd Fellows, of Harmony Lodge.

May 8th, the members of the Norfolk and Portsmouth Bars, held a meeting in this city and adopted resolutions of respect to the memory of their recently deceased brethren, Judge E. P. Pitts and Colonel Charles K. Mallory. Tazewell Taylor, Esq., presided over the meeting.

May 24th, a Conservative primary election (the first ever held in Norfolk) took place, to *elect* the candidates for the Council at the approaching municipal election. A full ticket was chosen, and the nominees gave very general satisfaction.

May 26th, the Norfolk City Guard made an excursion to Old Point and were handsomely received by the United States soldiers at Fort Monroe, under command of General W. F. Barry. While en route for Old Point, the Guard, through First Lieutenant Robt. Freeman, presented their gallant Captain (E. V. White, Esq.,) with a very handsome sword.

May 27th, the election of City Councilmen took place, when a full Conservative ticket was elected from each ward. The Republicans made no opposition, except in 4th Ward, and were beaten there. [This was the first time since the war that the Conservatives elected all the Councilmen; Fourth Ward always elected "Radicals" previous to this time].

June 4th, Mr. Cornelius H. Mathias, a native and for nearly 60

years a resident of Norfolk, departed this life. He was buried on the 6th instant, from St. Paul's Episcopal Church.

June 14th, Mr. John Williams, one of our oldest citizens, died in the 72d year of his age. He had filled many important positions in our midst, and died as he had always lived, an honest man and a consistant Christian.

On the same day, the Norfolk Light Artillery Blues departed for Boston, Mass., to attend the Centennial anniversary celebration of the battle of Bunker Hill. The following commissioned officers went with the Company: James W. Gilmer, Captain; Samuel H. Hodges, Senior First Lieutenant; R. Frank Vaughan, Junior First Lieutenant; Henry V. Moore, Second Lieutenant; Dr. Herbert M. Nash, Surgeon. The Company mustered *fifty-five* men, besides the officers named above. They were escorted to the Boston Steamer William Lawrence, Captain F. M. Howes, by the Marine Corps from the Navy Yard, and when they departed on their trip, Commodore Stevens, of the Navy Yard, ordered a salute to be fired in honor of the event. When the steamer passed Fort Monroe, General Barry, the United States Commander there, gave them another salute, which was duly returned by the Blues, who took their guns along with them.

July 1st, the newly elected City Council held their first meeting and elected the following city officers for the ensuing year:

H. W. Burton, Street Inspector; R. J. Barrett, Keeper of Almnhouse; Dr. Joseph B. Whitehead, Health Officer; T. J. Hudgins, Clerk of Market; B. T. Camp, Janitor of City Hall; E. L. Winder, W. T. Shipp and John K. Hodges, Wood Measurers; Charles H. Kennedy and Robert Freeman, Hay Weighers; J. T. Ewell, Sealer of Weights and Measures; W. E. Mehegan, Fire Commissioner; Frank Wood, City Gauger; John F. Evans, John R. Lawrence, John H. Pumphrey and George H. Miller, Constables. These officers at once entered upon the discharge of their respective duties.

Same day, the 9th Division, Uniformed Corps, of Knights of Pythias, celebrated their first anniversary by a grand parade and banquet.

July 3d, Mr. Jeremiah Kehoe, an aged citizen, who resided on James street, was gored to death by an enraged bull. The deceased was about seventy years of age.

July 5th, a horrible calamity occurred in Hampton Roads, near the mouth of Elizabeth River, by which the steam tug-boat Lumberman was sunk, and ten citizens of Norfolk killed or drowned. The tug was returning from Old Point with a party on board who had been down to witness the annual holliday display of fireworks at Fort Monroe, and just as she got nearly opposite Vue de l'Eau, she collided with the Steamer Isaac Bell, of the Old Dominion Steamship Line, and was instantly sunk. The victims of this unfortunate disaster were as follows: Mrs. Elizabeth Hudgins, Mrs. G. W. Baker, Mrs. Jesse Frederici, Miss Marion Borum, Mr. Harry Borum, Mr. James C. Borum, Mr. Joseph T. Wilson, Captain

Edward Cook, Mr. James Craft, and a colored woman named Clara. This terrible disaster overwhelmed our people with a sorrow that will long be remembered.

July 30th, Major General George E. Pickett, the Confederate hero of the battle of Gettysburg, departed this life at the St. Vincent de Paul Hospital, in this city. The death of this noble Virginian and brave soldier, caused great sorrow—not only in Norfolk, but throughout the length and breadth of the entire South. His name had become a household word in Virginia, and his deeds of daring while at the head of his splendid Division in the Confederate Army, were the admiration of all good men. He was as generous as he was brave, as kind and affectionate as he was true to his people. General Pickett was born in Richmond in 1825. He graduated at West Point in 1846, was assigned to duty as a Second Lieutenant in the 8th United States Infantry, and fought in all of General Scott's engagements in Mexico. He was promoted for "distinguished gallantry and meritorious conduct" in the battles of Contreras, Cherubusco and Chapultepec, and was Captain Commanding the post at Island of San Juan when Great Britain demanded the withdrawal of the United States troops from the Island—which demand he refused to comply with, and with his small Company of forty men defied the whole British force until the Governments settled the controversy. When Virginia seceded, he resigned his commission in the United States Army and came home; and in September, 1861, he was appointed a Colonel in the Confederate Army, and assigned to duty on the Rappahannock river. His subsequent gallantry and rapid promotions are familiar to all Virginians. His remains were taken to Richmond for interment. Gone! but not forgotten, "old chief."

August 5th, the survivors of the Third Georgia (Confederate) Regiment, who had been on a visit to the people of Portsmouth for a few days, paid a visit to Norfolk, and were handsomely entertained by the Blues and other citizens.

August 16th, Mr. E. D. Smith, paying teller of the Exchange National Bank, died suddenly of apoplexy. He was a genial and elegant gentleman.

August 29th, Dr. J. W. Leigh, one of our popular physicians, departed this life. He was buried with Masonic honors.

September 1st, the Undine Boat Club celebrated its fifth anniversary by a collation served at the boat-house.

September 7th, the Lynchburg Home Guard, under Captain Kirk Otey, paid a visit to Norfolk, and were courteously received and entertained by our soldiers. A splendid banquet was given the visitors at the Blues' armory. It was a splendid affair.

October 22d, Mr. Tazewell Taylor, the Nestor of the Norfolk Bar, and one of the most highly esteemed citizens of the State,

departed this life. He was a true type of the old Virginia gentleman.

On the same day, Mr. William Ward, another aged and highly respected member of our community, died. He had been a citizen of Norfolk for sixty-five years.

October 25th, the Norfolk Blues and the City Guard left for Richmond to attend the unveiling of the Stonewall Jackson Statue. Captain E. V. White commanded the Guard, and and Lieutenant Samuel Hodges, the Blues

October 28th, Mr. John W. Lee, another good citizen, departed this life. He was a native of Princess Anne County, and was in the 44th year of his age.

November 2d, Major W. T. Taliaferro and Colonel L. D. Starke, two of our talented and well known citizens, were elected to the House of Delegates. They were the regular Conservative nominees, and had no opposition.

November 9th, the Norfolk City Guard, numbering forty-two men, left for Wilmington, N. C., to participate in the reunion of the Fort Fisher veterans.

November 18th, the new Masonic Temple was formally dedicated. The ceremonies were conducted by General William B. Taliaferro, the Grand Master of the State at that time. The procession which passed through the streets numbered several thousand persons, and was an imposing sight—the Knights Templar, in their showy regalia, looked perfectly grand. Masons were present from all parts of the country. Among the visiting Templars were Morton Commandery of New York and St. John's Commandery of Philadelphia. The banquet given at Johnson's Hall in the afternoon surpassed anything of the kind ever gotten up in Norfolk on so large a scale. It was prepared under the superintendance of Thomas Morrissett, Esq., a well known Norfolk caterer.

November 19th, Grice Commandery of Knights Templar gave a grand ball and banquet to their visiting brethren from New York, Philadelphia, Petersburg and Portsmouth, which was a grand affair. The ball-room and banquet-hall of the New Temple were handsomely christened upon the occasion.

December 1st, the new system adopted for sweeping the streets of the city by the "chain-gang," went into effect. The city purchased and put to work on that day six mule-carts. (The new system gives us cleaner streets, at less cost, than the old plan did].

December 20th, Captain James L. Henderson, formerly of the United States and Confederate States Navies, died in Charlestown, West Virginia, at the residence of his sister, Mrs. Anna Forrest. His funeral took place from the residence of his son, in this city.

EIGHTEEN HUNDRED AND SEVENTY-SIX.

January 18th, the N. L. A. Blues gave a grand promenade concert at Johnson's Hall in honor of their Boston visitors, who

came here to present to them a "peace offering"—a beautiful banner from the ladies of Boston. These Boston visitors constituted a special committee of ladies and gentlemen appointed to present the banner to the Blues.

January 20th, the charming little Lotta, one of Norfolk's favorite actresses, appeared at our Opera House in the beautiful character of "Musette," in the play of "The Secret of Guilde Court."

On the same evening, our well known and popular old citizen, W. H. C. Lovitt, Esq., died at the St. Vincent de Paul Hospital, in the 63d year of his age. He was a noble man, and for many years was one of the leading business men in Tide-Water Virginia.

January 24th, the Norfolk people contributed $1,139.12 to the Lee Monument Fund. [This fund is being raised for the purpose of erecting an Equestrian Statue to the memory of the lamented General Robert E. Lee].

January 30th, Sunday night, Mr. Lewis Salusbury, another old and prominent citizen, died suddenly. He had been an invalid for several years, but his friends did not believe him to be so seriously ill.

February 7th and 8th, the Kellogg Opera Troupe appeared in Norfolk, much to the delight of the large audiences that attended the two Operas—Fra Diavolo and Faust. Miss Clara Louise Kellogg was ably supported by Madame Jennie Van Zandt and Mrs. Seguin, Messrs. William Castle and Joseph Maas—the latter displaying an unusually rich tenor voice.

February 15th, the Norfolk Seamen's Friends' Society celebrated its semi-centennial anniversary at the Cumberland Street Baptist Church, where it was organized fifty years previous. Rev. E. N. Crane, Chaplain of the Seamen's Bethel, delivered an interesting address, in which he gave the history of this useful Society.

February 18th, Maggie Mitchell, another very popular actress (not very young), delighted our play-goers with the play called "The Pearl of Savoy," in which she played the part of Marie. On the night of the 19th she played Fanchon to a large audience.

February 26th, Mr. Charles Jordan died in the 79th year of his age. He was a well known and popular man, and left a large circle of friends to mourn his death.

March 2d, was the day on which the "gay and festive" Mr. Oscar Baring left Norfolk with so many articles of value belonging to various citizens. This accomplished young thief came here a month or two previous to his sudden flight, and bargained for an interest in the *Evening Times*, a penny paper which was then being published by some enterprising and honest young men. By this business connection (upon a mere promise to pay) the cunning little Jew soon became well acquainted, and at once laid his plans for the wholesale robbery which he effected. Besides buying goods

which were to be paid for in advertising, and borrowing money from some of our most respectable Jews, he stole several gold watches, ran up a large hotel bill, made love to some "ladies fair," and vanished like a sora. [This is one of the many results that accrue from placing confidence in people we know nothing about].

March 14, the news reached here that a bill of complaint had been filed in the United States Circuit Court at Richmond, against the Atlantic Mississippi and Ohio Railroad, by some of its New York trustees under mortgage, and that they asked for the appointment of a Receiver for the road, and the foreclosure of the mortgage, upon the grounds that the R.R. Co. had failed to pay the interest on its bonds, and to comply with other terms of said mortgage.

March 21st, our young townsman, Charles A. Smith, Jr., departed this life—aged 29 years. During the late war he served gallantly in the Norfolk Blues' Battery, although he was a mere youth. He was buried by the Knights of Pythias, Odd Fellows, and the Blues' Memorial Association, from the Cumberland Street M. E. Church, Rev. E. M. Peterson pastor.

On the same day our community was grieved to learn of the death of Mrs. Margaret K. Lamb, relict of the late Colonel Wm. W. Lamb, and a prominent Christian lady.

March 29th, the City Council of Norfolk held a meeting to protest against the appointment of a Receiver of the Atlantic, Mississippi and Ohio Railroad (from Norfolk to Bristol, Tennessee,), but adopted resolutions to this effect, viz: "That if the honorable Court determines that a Receiver shall be appointed, the City of Norfolk respectfully asks, through its Attorney and associate counsel, the appointment of General William Mahone as Receiver of said road." [This resolution was adopted with only one dissenting voice. The United States Court, however, (Judge H. L. Bond, presiding), ignored the wishes of the Virginia friends and stockholders of the Road, and appointed two Receivers, viz: Mr. C. L. Perkins, of New York, on part of the bondholders, and Major Henry Fink, on part of the Railroad Company. The road is now under the management of these two gentlemen].

April 2d, the funeral of the lamented Christian, Rev. A. Paul Repiton, took place from the Freemason Street Baptist Church, Rev. Dr. W. D. Thomas, officiating. His remains were taken to Wilmington, North Carolina, under an escort from Grice Commandery, Knights Templar, of which the deceased had been an exemplary member.

April 5th, the Norfolk and Princess Anne Railroad Company was organized by the election of the following officers: President, Colonel W. B. Rogers; Vice-President, S. E. Fitch, Esq.; Directors, Messrs. A. G. Tebault, John H. Overstreet, Bennett Land, Sr., Wm. Lamb, W. H. Burroughs, and Andrew S. Martin.

April 6th, L. H. Chandler, Esq., mysteriously disappeared from his residence on York street, and on the 17th instant, his body was found in the river, near the West end of the city. He had previously shown symptoms of insanity, and it is the general belief, well founded, that he committed suicide. Mr. Chandler was a very popular and prominent Whig politician before the war, but since, joined the Republican party and lost many of his former friends. He was, with all his faults, a kind, generous, polite and sociable gentlemen. At the time of his unfortunate death he was United States Pension Agent for this District, and during the last year of his residence in our midst, had regained the confidence and friendship of many former acquaintances who had been estranged from him through political influences and prejudices. In preceding pages of this volume we have frequently mentioned his name in connection with public meetings, enterprises, &c.; consequently he will be no stranger to the reader at this time. He was a fluent speaker, an able lawyer, and well informed man, and his death was deeply deplored by a large majority of our best citizens.

April 11th, the Norfolk City Guard celebrated its fifth anniversary by a parade through the pricipal streets of Norfolk and Portsmouth.

April 14th, the City Conservative Executive Committee met and elected Mr. A. Gordon Milhado, as City Superintendent. This selection was an admirable one, as subsequent events demonstrated.

April 18th, the funeral of the late L. H. Chandler took place. The burial service of the Episcopal Church was read by Rev. Dr. Okeson, and a prayer was offered by Rev. Dr. W. D. Thomas, of of the Baptist Church. Previous to the funeral, the Norfolk Bar held a meeting, with Judge George Blow in the chair, and adopted resolutions in honor of the memory and virtues of their deceased friend and brother.

April 22d, our well beloved friend and fellow citizen, John W. Smith, departed this life in the 33d year of his age. He was a gallant Confederate soldier in the Norfolk Blues during the war, and was always ready for duty. He was a faithful friend, a kind and loving husband and father, a patriotic and useful citizen.

April 26th, D. D. Simmons, Esq., one of our model merchants, and Vice President of the Norfolk and Portsmouth Cotton Exchange, departed this life—aged 65 years. He was a native of Currituck County, N. C., but had been a resident of Norfolk long enough to endear himself to her citizens, and to receive their implicit confidence and highest esteem. The Cotton Exchange members held a meeting and adopted a series of resolutions expressive of their respect for the deceased, their regret at his death, and their sympathy for his bereaved family.

April 30th, Miles K. Bell departed this life at the St. Vincent de

Paul Hospital. He was a well known veteran of the Mexican War—having served with Captain O. E. Edwards in Company B, 1st Regiment of Voltigeurs, as a corporal, and was wounded at the battle of Cherubusco. During the late war he was a member of the United Artillery, Captain Thomas Kevill, and was noted for his coolness in action and faithful discharge of his duty.

May 2d, the new steamer Florida, of the Old Bay Line, arrived here on her first trip, and was visited by a large number of citizens. This magnificent steamer is 265 feet long, and 38 feet broad; she has 68 splendid state-rooms and 64 open berths, and is fitted up in the most splendid modern style. [The Florida is now commanded by Captain Darius J. Hill, one of the most popular gentlemen ever known to the traveling public].

May 19th, the 2d primary election of Conservatives nominees for the various city offices took place. For twenty-five offices there were exactly one hundred and twenty–nine candidates.

May 25th, was the regular election day—4th Thursday in May. According to the amended city charter all city officers are now elected by the people. The following Conservatives (or Democrats, more properly) were elected this date, for the ensuing *two* years, viz:

Mayor, John S. Tucker; Treasurer, S. S. Dawes; Collector of City Taxes, Charles H. Johnston; Commissioner of Revenue, J. T. Branham; City Attorney, W. B. Martin; Commonwealth's Attorney, James E. Heath; Clerk of the Courts, W. H. Hunter; City Sergeant, W. H. Saunders; Physician to Almshouse, W. H. Shepherd; Inspector of Streets, William J. Butt; Clerk of the Market, John Walters; Keeper of the Almshouse, George T. Keefe; Gauger and Inspector of Liquors, Frank Wood; Inspectors and Measurers of Wood, E. L. Winder, G. Fred. Clark, Charles Ramsay, Sr.; Weigher of Hay, Charles H. Kennedy; Superintendent of City Cemeteries, Louis Bobee; Sealer of Weights and Measures, A. F. Leggett; Constables, John F. Evans, George H. Miller, M. Frank Powell, J. H. Pumphrey; Justices of the Peace, J. D. Couper, C. W. Dozier, H. P. McPhail, John A. Rosson.

June 2d, Colonel Richmond F. Dillard, a former citizen of Norfolk, and one of our most popular merchants, died at Nottoway Courthouse. Previous to the war he lived in Sussex county, and at one time was the honored Representative of that county in the Legislature. He was about 63 years of age, and died from effects of a cancer, which had pained him for years. His many friends in Norfolk were deeply distressed upon hearing of his demise.

June 8th, the "Rescue" Steam Fire Company, from Raleigh, North Carolina, Captain T. F. Lee, commanding, arrived in this city on a visit. They were escorted through town by our firemen, and afterwards entertained sumptuously at Brown's restaurant, where the parade was dismissed. Next day the visitors were escorted to Hampton and Fortress Monroe, on board the steamer Hampton, commanded by the courteous Captain George Schermerhorn.

June 16th, the National Republican Convention, in session at Cincinnati, Ohio, nominated General Rutherford B. Hayes, of Ohio,

for the Presidency. The Norfolk Republicans were sorely disappointed when the news came; they wanted James G. Blaine, of Maine. William A. Wheeler, of New York, was nominated for Vice-President.

Sunday, June 25th, Rev. Dr. George D. Armstrong, the beloved pastor of the First Presbyterian Church, preached his quarto-Centennial sermon—having been pastor of the aforesaid Church ever since June 25th, 1851. On the next evening the members of his congregation surprised the reverend gentleman with a handsome present in the shape of a magnificent set of solid siver-ware, consisting of a waiter, pitcher and two goblets, as a mark of their affection and esteem.

June 28th, the National Democratic Convention, in session in St. Louis, Mo., nominated Hon. Samuel J. Tilden, Governor of New York, for the office of President of the United States. On the next day, the Convention nominated Hon. Thomas A. Hendricks, Governor of Indiana, for the Vice-Presidency. The news was joyfully received by the Norfolk Democrats.

July 1st, the Norfolk Light Artillery Blues departed for Philadelphia, on board the Steamer Florida of the Old Bay Line, to fill the position assigned to "Old Virginia" in the Legion of Honor, during the Centennial parade which occurred on the 4th instant. The following is a list of the officers and privates of the Company who embarked upon this delightful Centennial trip to the "Quaker City:"

Captain—Samuel Hodges.
Junior First Lieutenant—Henry V. Moore.
Second Lieutenant—H. C. Whitehead.
Surgeon—Dr. H. M. Nash.
Orderly Sergeant—J. A. Walton.
First Sergeant—George W. Gordon.
Second Sergeant—M. C. Keeling.
Third Sergeant—R. H. Jones.
Fourth Sergeant—S. S. Saunders.
Quartermaster's Sergeant—H. L. Turner.
Acting Paymaster—Nat. Burruss.
Corporals—C. M. Ferguson, W. C. Dickson, R. C. M. Wingfield, John W. H. Porter, William A. Graves, Jr.
Buglers—J. P. Grandy and J. C. Deming.
Privates—Wm. H. Aborn, Wm. A. Boykin, R. H. Boykin, C. E. Brinkley, Charles H. Buskey, C. F. Brooks, J. C. Baker, S. S. Bradford, J. C. Beekman, D. Tucker Brooke, Wm. Camp, M. T. Cooke, S. J. Chamberlaine, C. A. Field, A. C. Freeman, R. H. Gwaltney, J. W. Hunter, John Hart, D. W. Jordan, John Jack, J. P. Kevill, J. B. Loughran, George McIntosh, W. C. Nash, Patrick O'Connor, C. C. Richardson, Julian Russell, P. N. Sanderson, T. M. Saunders, John R. Shields, L. J. Savage, Henry Tuffts, Washington Taylor, F. S. Taylor, Wickham Taylor, H. S. Vaughan, R. H. Wright, B. W. Palmer.

July 4th, a large number of our citizens went to Fortress Monroe to witness the usual Fourth of July display of fireworks, which was by far the grandest entertainment of the kind ever witnessed in the State. No accidents happened.

July 9th, 10th and 11th were the warmest days experienced in Norfolk for many years. Many persons were made very ill from sun stroke, four of whom died, viz: A. J. Dugger, W. H. Whitehurst, Mr. Sartorius and Samuel R. Reeder. [The last named was an actor at Tooker's Varieties, well known by the name of Samuel Orme].

July 17th, our well known townsman, John C. Rogers, died at the St. Vincent de Paul Hospital. He was a high toned and patriotic gentleman, a gallant and faithful soldier. At the time of his death he was a partner in the well known crockery firm of Martin & Rogers, and was numbered amongst our best business men.

July 27th, Mr. Thomas A. Hardy departed this life. He was one of Norfolk's best merchants and most respected citizens. He was born in Currituck County, N. C., in the year 1800, and when at the age of 21, he commenced the study of medicine, but abandoned it for more active pursuits. In 1826 he came to Norfolk and entered business as a clerk; in 1828 he was one of the firm of Hardy & Bros., and prospered in business. In 1861 he left Norfolk for Granville Co., N. C., where he remained until 1866, when he returned here and again entered into business. He lived an honorable and useful man, and died respected and esteemed by all who knew him.

On same day (27th) the steamer Louise, Captain William Geoghegan, of the Peoples' Line between here and Baltimore (since discontinued), made an excursion trip to Old Point and the Capes for the special benefit of the Norfolk County Grangers, who were invited to go. The trip was greatly enjoyed, and the party returned —nearly all sober.

MAHONE'S BRIGADE.

July 31st, (anniversary of the battle of the Crater), was a gala day in Norfolk. It was the occasion of the annual reunion of the veterans of "Mahone's Old Brigade, Army of Northern Virginia"—that gallant band of heroes who battled so nobly for the lost cause! whose arms are stacked and banners furled, whose drums are still, whose muskets are dumb, but whose fame still lives in the hearts of their countrymen.

"Like waving plume upon Bellona's crest,
Or comet in red majesty arrayed—
Like Persia's flame transported to the West,
Shall shine the glory of Mahone's Brigade."

"Not once in all those years so dark and grim,
Its columns from the path of duty strayed—
No craven act made its escutcheon dim,
'Twas burnished with the blood of the Old Brigade."

"Not once on post, or march, in camp or field,
Was their brave Leader's trust in them betrayed;
And never yet has Old Virginia's shield
Suffered dishonor through Mahone's Brigade."

The survivors of the command from Portsmouth, with those of this city, were escorted to the Atlantic, Mississippi and Ohio Railroad depot in the morning by the Norfolk Blues and the City Guard, and received the vast crowd that came on the train at 11 o'clock. A procession was then formed and marched to the refreshment hall where a lunch had been prepared. From there the crowd marched to the Opera House, where the meeting was called to order and a beautiful address of welcome was delivered by Mayor John S. Tucker—after which, the Blues' band under Professor "Pony" Armistead, played "Hail to the Chief," when General Mahone arose amidst the wildest shouts of applause, and returned thanks to the Mayor and the people of Norfolk for the generous welcome extended to his old command.

He then proceeded to address the Brigade in a speech of great eloquence and feeling, and at each period was greeted with storms of applause. When concluding his remarks, he said:

"My comrades, it is meet that we devoutly acknowledge our gratitude to God that we are spared to this occasion. We come to celebrate the anniversary of an organization composed of the survivors of a Brigade whose record history will brightly trace from our 'City by the Sea' to the end at Appomattox.

"It was here upon ground already historic by the deadly presence of war that your service in the cause of your State began. It was here that your honeymoon as soldiers was spent. It was here you were the recipients of a generous hospitality and a tender consideration at the hands of the fairest of God's creation, which in your memories of joys past can never fade.

"It was here that many of you had your patriotism put to that test beyond which it would be difficult to go. It was not the separation of the soldier from family and fireside in discharge of his allegiance to the flag he had taken that you were called upon to make and to witness. It was to forego these, and to commit your household gods to the unknown mercies of the common foe, that many of you were called upon to suffer and to endure.

"Nobly did you pass that trying ordeal, and only as patriots can offer all of life dear to man upon the altar of country's cause, did you accept and manfully bear the sacrifice.

"It was then that they were encouraged, and you were inspired by that instinctive heroism of woman, whose love of courage and fidelity to honor, make no compromise with duty.

"In tears and heart-burning sorrow many of those who are of earth no more, but of history forever, took here their final leave of those in life dearest to them—

'For them to live or die.'

"It is in the history of your unsullied record of duty well performed, and of deeds of battle renown that your Newton and your

Williams, and the long list of heroes who fought and fell by their sides, now live—' who, with no dream of after life's reward, cared but to do his duty to the end, and, in the strength of duty, dared to die.'

"It is to commemorate the historic estate which belongs to you and to their memories, to yours and to theirs, and to enter it of record, that constitutes now your duty and the sacred purpose of your organization.

"To these ends let us address ourselves with a devotion which shall never weary. Let us maintain steadily that touch of the elbow in the line of this service, which made you invincible upon the field, and won for you the abiding confidence and admiration of our great Captain.

"Let us move on in this holy work with that determination and solemn sense of duty which made this day conspicuous in the annals of the war, when, by your matchless charge and the bayonet, our lines at the Crater were redeemed, and the very safety of our army for the time restored. The cause, my comrades, which you consecrated by your valor and the blood of a noble dead, is gone. The azure cross and silver stars which you bore are furled, and you are of one nation, a common country, and the same flag forever. But for them and their glorious memories you are solemnly charged to care, and by all the ties of battle, of hardships and of glory won, of your hero dead, you are bound to cherish a comrade's life recollection."

When he concluded the band struck up "Dixie," which brought cheer after cheer.

General Mahone then introduced Captain James Barron Hope, the editor of the *Landmark*, and the poet of the occasion. On Captain Hope's stepping to the front of the stage he was enthusiastically greeted, and the delivery of his beautiful poem was received verse by verse with the sympathetic applause of his audience, and when at times the glorious deeds of "Mahone's Brigade" were related in the stirring, nervous eloquence of the poet, a great cheer would ring out an expression of irrepressible feeling. When the poem was concluded, the General introduced Colonel William E. Cameron, the orator of day, who delivered one of the most beautiful and appropriate orations a soldier ever listened to, and closed his remarks with the following thrilling and correct description of the last days of General Lee's retreat:

"On the morning of the 2d of April Grant threw forward a strong column against the lines immediately west of Petersburg, and effecting an entrance, pressed vigorously towards the Southside Railroad. To resist his advance no troops were to be had. Anderson had sacrificed the bulk of the army at Five Forks; Heth's thin line had been pierced and thrown off upon the right, and the heroic Hill had lost his life in attempts to repair the disaster.

Harris' Brigade of Mahone's Division stayed for a time the tide of ruin by the superb defence of an outlying post, in which the brave command was annihilated. But by noon the situation was seen to be irreparable; the siege of Petersburg was over, and General Lee arranged for a retreat by night from the works no longer tenable. Then ensued a carnival of wreck and terror.

"Occupying the lines at Bermuda Hundred, between the Appomattox and the James, Mahone's Brigade was spared the sights of shame and horror that surrounded and filled the two devoted cities. But while you stood in camp, waiting the signal to start upon your last campaign, the glare of rockets, the roar of artillery, the explosion of vast magazines—as fort and ship were given to the torch—formed fit accompaniments to the preparations for retreat; and in the first gray light of dawn, the flames of burning Richmond lending a sun-set brilliance to the scene, began the march to Appomattox; and to the westward sounded the musketry of the enemy's advance—the ominous death rattle of the ill-starred nation.

"To abandon altar and fireside was no new sacrifice to some of those who now prepared to go, they knew not whither, at call of country. Scarce has the battle joined in earnest, ere this fair town was given over to the enemy, and sons of Norfolk, of Portsmouth, and of all this patriotic section, went forth in uncomplaining faith upon that pilgrimage from which so many ne'er returned. And now to those who still had household gods to guard, Gethsemane had come. Those were your homes that blazed to Heaven in that April morn, and you were leaving all that makes life dear to the mercies of a hostile horde. What help sustained you in that supreme hour? only your God can know; but this my throbbing heart attests, that never shown your soldier truth so brightly forth as in that time of trial and triumph. Full ranks turned out to answer summons of a worse than funeral drum, and as your footsteps tended towards a future darker than the grave, the Flag, not home, ruled in your brave hearts, and marched your ranks as cheerily forth as though to hoped victory.

"And so throughout that dreadful week the old Brigade held on its steady way. Nor would the truth be rightly told did I not speak of those stout comrades under Royster, Saunders and Brevard who shared the dangers and should share the honor of all that toilsome way.

"The roadside swarmed with drooping forms; the signs of ruin strewed the weary path; organizations melted away, and discipline gave way to license; dismay and panic seized on headless masses, whole corps were routed; whole divisions captured. High officers lost heart, and with it honor, and urged their troops to safety. The route grew fierce as the days went by; at last there was no army. But through it all—through hunger, weariness and hopelessness—

through all the demoralizing evidences of defeat—in the face of the confident foe—this Brigade marched on as though the war were young, as firm as when it held the pass in Maryland, as self-reliant as when it rushed upon the flaming Crater, as ready to obey the words of Lee, as though he still had ninety thousand men to do his will, and still a Jackson on the flank. Presuming on the universal ruin of things, the enemy made one attempt to break your stern array and your last battle was a victory. Miles tried your steel at Cumberland, and all day long Mahone's Division held an army back. But now the long attempt to avert the dread inevitable drew to a close. But two divisions of the Confederate force remained intact (Field's and your own,) and even the genius of Lee was powerless to long postpone the stroke of fate. "Ready for duty" you reported when the final trial came, ready to fight and fall with him, whose lightest wish had come to be your law, or ready to share with him a pang yet deeper than the sting of death. The verdict came. The flags you furled at Appomattox bore no prouder inscription than their presence there deserved and your paroles are passports sure to glory's roll of honor. Some day a worthy hand will draw the veil from all the tragic pathos that those days enclosed, and romance will awake to read the tale and blush to find its history."

On the conclusion of the oration the band played the "Star-Spangled Banner," which drew forth the enthusiastic and responsive cheers of the audience.

General Mahone then called the Association to order for business.

Captain T. A. Williams presented and read the following letter from Capt. Robertson Taylor, the Adjutant General of Mahone's Brigade:

BALTIMORE, July 29th, 1876.

Greeting—To my Fellow-Citizens of Mahone's Brigade:

I regret more than I can express that my duties here absolutely prevent my leaving, and I am again deprived of the pleasure which I so earnestly desired, of greeting my old comrades.

Attention to duty was one of the first lessons taught me by my military precepter, Mahone, whose voice, if heard in your councils to-day, will be to the same effect.

As I look back to the years of our struggle I recall with pleasure the strict adherence to duty of officers and men, the perfect discipline in camp and on the march, the firm reliance of General Lee and his subordinates when "Mahone and his command" were in action, or given hot and hard work to do. So now in the pursuits of peace where can be found better citizens than those *best* soldiers whose companionship, friendship and confidence, I treasure among the most pleasant recollections of all my life.

Keep on my comrades. Strive to do your whole duty and the verdict of your countrymen will be, "This is the way of Mahone's Brigade."

Yours, ROBERTSON TAYLOR,
Adjutant General Mahone's Brigade.

The letter was greeted with cheers.

Captain W. A. S. Taylor moved that the rules be suspended and that the Association re-elect the present officers by acclamation.

The resolution was unanimously adopted and the officers are as follows:

President—General Wm. Mahone.
Vice-Presidents---Colonel George T. Rogers, of the Sixth; Colonel E. M. Field, of the Twelfth; Captain J. D. Gayle, of the Sixteenth; Colonel Joseph P. Minetree, of the Forty-first, and Captain John T. West, of the Sixty-first Regiments.
Recording Secretary---Griffin F. Edwards.
Corresponding Secretary---Leroy M. Edwards.
Treasurer---T. A. Williams.

The following officers constituted the Staff of the Memorial Association of the Brigade:

General---William Mahone.
General---D. A. Weisiger.
Adjutants--- W. E. Cameron, Drury A. Hinton, Alexander Tunstall.
Surgeon---T. B. Ward.
Quartermaster---Captain F. M. Ironmonger.
Commissary---Captain William Sherwood.
Ordnance Officer---W. A. Todd.
Sergeant Major---James N. Bell.
Quartermaster's Sergeant---H. A. Tarrall.

The other members of this Association comprise all the survivors of the old Brigade.

The business of the meeting being attended to, the procession was again formed, and "the boys" marched for the dinner table. On leaving the Opera House the Brigade was re-formed on Church street, and headed by the band, proceeded down Church to Main, down Main to Market Square, thence to the banquet hall. Here three immense tables were extended nearly the entire length of the spacious room, and another table at the head of the room for the field officers and invited guests. The hall was handsomely decorated with flags, and at the western end a large banner was stretched across the room, wtih the inscription "Welcome Mahone's Brigade," and on one corner of the same "Hello, Jack," and on the other "I'm no Doctor—Weed Grass—Weed Grass," both well known camp cries of the Brigade. Stretched across Roanoke avenue from the banqueting hall to Burruss & Rogers' block was a banner inscribed with the well known and historic cry of "This Way, Mahone's Brigade." The tables were loaded with all the substantial and creature comforts of life, well looked out for and provided by Mr. Charles Brown, and that well known caterer, Peter Pitts. Over five hundred were attended to, and all had plenty, with plenty to spare.

When dinner was over the entire party took passage on the steamer Hampton, and paid a visit to Fortress Monroe, where they inspected the various objects of interest, and witnessed the dress parade of the troops stationed there. Upon an invitation kindly extended by Mr. H. Phoebus, proprietor of the famous Hygeia

Hotel, the visitors partook of an elegant supper, after which they returned to this city; and thus ended the second reunion of the veterans of Mahone's Old Brigade.

August 3d was issued the first number of *The Public Ledger*, a sprightly afternoon penny paper, published by Colonel J. Rich'd Lewellen, Walter A. Edwards and Joseph G. Fiveash, Esqs., with Colonel Lewellen as Editor in Chief, and H. W. Burton as Local Editor.

August 9th, Hon. John Goode was again nominated as the Democratic candidate for Congress from this District by the Convention which assembled in Portsmouth. Election November 7th.

August 11th, a grand Tilden, Hendricks and Goode ratification meeting was held at 8 o'clock P. M., at the Norfolk Academy lot. Speeches were made by Hon. J. C. S. Blackburn, of Kentucky, Hon. John Randolph Tucker, of Virginia, "our own loved John Goode," and others. Colonel L. D. Starke presided over this grand and enthusiastic gathering.

August 13th, Professor William B. Rodman died. He was a gentleman of fine learning and noble characteristics. During the terrible yellow fever epidemic here in 1855, he came from his home in Norfolk county to nurse the sick, and braved all the dangers of the fearful disease. This action endeared him to this people, and he died deeply regretted.

August 22d, a game of base-ball was played at the old Fair Grounds, between the Olympic Club, of Richmond, and the Red Stockings, of Norfolk. The game was not finished on account of darkness overtaking the players—Richmond was ahead when the match was postponed. The Red Stockings gave their visitors a banquet that night at the Mansion House, which was gotten up in good taste by Mr. R. T. James, the proprietor.

September 6th, the negro Republican Convention met here to nominate a candidate for Congress in opposition to Hon. John Goode, the Democratic nominee. After the most noisy and disgraceful proceedings that ever characterized a deliberative (!) body in Norfolk, the darkies "settled" on Hon. Joseph Segar, a native white Republican, and nominated him as their candidate. [We call it a "negro Convention" because out of the 85 delegates, there were only seven *real* white men. All the officers were negroes except three, viz: C. W. Lassiter and R. G. Staples, Vice Presidents, and George E. Bowden, Secretary].

September 12th, a small negro boy named John Thorowgood, stabbed and killed one of his playmates named James Nash. The act however was not a malicious one, and Thorowgood was only slightly punished.

September 15th, a meeting of citizens was held at the Court-house to adopt resolutions to the memory of that noble and devoted

son of Virginia, Ex-Governor Henry A. Wise, who died on the 12th inst. Major W. T. Taliaferro called the meeting to order, and on his motion, Judge Geo. P. Scarburgh was chosen to preside, with Messrs. M. Glennan, C. E. Perkins and H. W Burton, as Secretaries. Captain James Barron Hope, offered appropriate resolutions, and feeling addresses were made by Captain Jno. E. Doyle, Hon. John Goode and Judge Scarburgh.

September 21st, the Councils met and appropriated one thousand dollars to the relief of the sufferers from Yellow Fever, in the city of Savannah, Ga. [The contributions of private citizens here, added to the above amount, aggregated several thousand dollars. The people of Norfolk will never fail to respond liberally to such a cause, for they know well what it means, and cannot forget the aid extended to them when in the same sad condition].

October 14th, Frederick Wilson, Esq., an old resident of Norfolk county, but who was intimately associated and indentified with this city for many years, departed this life in the 72d year of his age. He was a kind and generous man, a public spirited and patriotic citizen—a man of genius, of extensive information, of great fondness for field sports, convivial and social gatherings, progressive enterprises, &c. ; in short, a man of great usefulness and popularity. Every body in this section knew and liked Mr. Wilson, and his death caused general regret and sadness.

October 18th, the eighty-ninth annual session of the Presbyterian Synod of Virginia met at the 1st Presbyterian Church, and was in session four days. The opening sermon was preached by Rev. Dr. J. J. Bullock, of Alexandria. Rev. Dr. H. C. Alexander, of the Union Theological Seminary, was chosen Moderator.

Sunday, October 22d, the whole city was excited by a report that an entire family had been poisoned on the previous day, and that some members had died from the effects. A great crowd gathered at the house of the family, No. 383 Church street, where the following facts were ascertained: A Mrs. Berry, her three children, and two brothers, had partaken of poison, administered to them in their food on Saturday, and one of the children—a bright little girl named Nina Batten (a child of Mrs. Berry's first husband), died that night. Circumstances pointed to Jordan Berry, Mrs. B.'s husband, as the perpetrator of the horrible deed, and he was arrested, and in due time tried, found guilty, and sentenced to be hanged. [At this writing, Berry is still in jail, and his counsel are trying to get him pardoned by the Governor, on the grounds that he was convicted upon mere circumstantial evidence].

October 31st, John Bonfanti, one of the most gallant and dutiful soldiers of "Mahone's old Brigade," departed this life. He was in all the battles with the 6th Virginia Regiment, until captured at Burgess' Mill, near Petersburg, October 27th, 1864, when he

was sent to Point Lookout, where he manfully endured a long and painful imprisonment. While confined in prison he contracted rheumatism in his limbs, from which he never recovered. The life of another brave man given to his country's cause. Let the memory of all such heroes be forever honored by Virginians.

November 7th, the election for President and Vice-President of the United States occurred—also, of a member of Congress from this District. Norfolk city gave Hon. John Goode 691 majority, and Tilden and Hendricks 958. Mr. Goode's official majority in the District over his competitor, Hon. Joseph Segar, was 1,896. Tilden and Hendricks' majority in the State was more than *forty thousand*—[the largest Democratic majority ever given]. It is a well known fact that in this Presidential election, the vote throughout the country was close. Tilden and Hendricks honestly and fairly carried all the Southern States except South Carolina; but Florida and Louisiana were stolen for Hayes and Wheeler, by the Radical Returning Boards of those States, in defiance of all law, honor or justice—and no one knows these facts better than the leading Republicans themselves. This being the case, a great National dispute arose, and the question of who was elected, was submitted to a selected "tribunal of justice" (!) composed of ten Congressmen and five judges of the United States Supreme Court—who were to examine into the questions disputed and decide who had been elected. Now here comes the joke about that *just* tribunal: *Eight* of its members were Republicans, and only *seven* were Democrats; and as eight was a majority, why, as a matter of course, Hayes was declared the President, by a majority of *one electoral vote*—the Republicans of the tribunal would gladly have given him more if they could have found them; but they had given him *all the States that were in dispute*, and yet his majority was only *one*. The tribunal ignored, law, justice, honesty, and investigation, and boldly, shamlessly and ignominiously decided in Hayes' favor upon every question brought before them—not caring what the evidence or the facts were—by the ever-to-be-remembered vote of *eight to seven*. This was the grandest and most outrageous political swindle ever known in the annals of our history—grand, because it was perpetrated upon the Democrats of Congress while they were in a majority—outrageous, because it has robbed millions of freemen of the rights and privileges guaranteed them by the Constitution.

November 8th, the funeral of Henry Cotton took place. Captain Cotton (as he was familiary known) was one of Norfolk's oldest and most useful policemen, and was a true Southern man.

November 12th, "Commodore" M. M. R. Todd departed this life in the 76th year of his age. He was a well known and esteemed citizen, and by his superior business qualifications and prudent investments amassed a handsome fortune, upon which he lived in

ease and comfort. Mr. Todd was born in the village of Smithfield, Isle of Wight County, Va., October 17th, 1801; was married at the age of twenty; went to the West in 1833 and settled in Cincinnati, where he became successful in the pork-packing business. He became a citizen of Norfolk in 1843, and purchased the property at the West end of Bute street, where he died. He was a most enthusiastic sportsman, being an eager huntsman, and an excellent yacthman—for both of which sports he retained a keen relish, until a year before his death, when he received a blow in the loss of his wife, from which he never recovered—having been united to the partner of his bosom fifty-four years, and after her death, life seemed to have no further charm for him. He was the last of three devoted brothers, John R. Todd, of Isle of Wight County, and Mallory M. Todd, who died many years ago, being well remembered by many of our old citizens.

During this month Morrissett's Hotel (on the European plan) was erected upon the property of Mr. A. G. Milhado, on Main street, next lot East of the Customhouse. It is a neat and handsome building, and a great improvement to that portion of our principal thoroughfare.

November 29th, Mr. Robert DeJarnette, formerly of Caroline County, but for several years an honored citizen of Norfolk, departed this life. He was a brother of Hon. D. C. DeJarnette, and father of our beloved young townsman, Robert DeJarnette. His remains were taken to his native county for interment.

December 8th, the body of Captain J. P. Fernandez, a well known Norfolk pilot, was found in the river at Rowland's wharf. It is supposed the old man was accidentally drowned.

December 25th, Mr. F. A. Karn departed this life. He had been a resident of Norfolk for thirty years, and proved himself to be a worthy and useful citizen. He was buried with Masonic honors—having died as he had lived, a consistent and upright Mason.

December 28th, Dr. W. J. Harris, our City Coroner, and one of the most pious, exemplary and young talented physicians in the State, died at the residence of his father in Nottoway County. He had been a resident of Norfolk for several years, and gained the friendship and esteem of our whole community. He was a real benefactor to the poor people, and was always ready to administer to them without hope of earthly reward.

December 30th, the Baltimore and Richmond steamers were detained at their wharves on account of ice in the Bay and James River. [This freeze continued to obstruct travel between Baltimore and Richmond (by boats) for several weeks].

EIGHTEEN HUNDRED AND SEVENTY-SEVEN.

With the first part of this year, this record of events ceases. The author will give in the succeeding pages a brief description of the various secret orders, lodges, societies, institutions, etc.; also, an interesting account of the courtesies extended to our Royal visitors from Russia during the time they remained in Norfolk.

On Saturday morning, January 13th, the frigate Swetlana, of the Imperial Russian Navy, arrived in our harbor. She was commanded by Rear Admiral Boutakoff, with the Grand Duke Alexis as "ship's Captain," and Grand Duke Constantine (the younger) Lieutenant. There were also on board several Princes, Barons, and other members of Russia's royal family. Quite a number of persons gathered at Chamberlaine's wharf (West end of Main street) to see the landing of these "notables," but they did not come ashore until about four o'clock in the afternoon, when the two Grand Dukes and several other officers of the ship paid a visit to Rear Admiral Crown and Baron Shishkin, the Russian Minister, who were stopping at the Atlantic Hotel, having arrived there from Washington a few days previous.

The arrival of His Imperial Highness, the Grand Duke Alexis, caused a ripple of excitement in society, and it was not long before some of our prominent citizens called upon him, and were received with that courtesy and dignified cordiality which marks the perfect gentleman and true nobleman. There was no empty show, false pride, cold formality or stiff haughtiness about any of the Grand Duke's officers; they were all courteous, pleasant, genteel and sociable, and were at once invited into the best of Norfolk society. During their two months visit they were treated with marked courtesy by this people, and by the officers of our Navy who were then on this Station.

THE COMPLIMENTARY GERMAN.

On Thursday night, January 25th, the Norfolk German Club, composed of our best young ladies and gentlemen, gave a complimentary German to Grand Duke Alexis, who honored the invitation by his presence, accompanied by the following officers from the flagship Swetlana: Rear Admiral Boutakoff, Prince Obolinski, Prince Nicholas Stcherbatov, Prince Baritinsxy, Sub-Lieutenants Boutakoff, Schroeff and Ergomyschev, Baron Shilling, Flag Officer Alexier, and other officers of the Grand Duke's staff.

The following account of the very pleasant affair was written by this author, and appeared in the Norfolk VIRGINIAN the next day:

"The ballroom floor and spectators' seats were thronged with the elite, beauty and fashion of our "ancient Borough," and the scene presented was of unusual splendor and brilliancy. The hall was decorated with Russian and American Flags, and the music was splendid. Beautiful belles, graceful and courtly gentlemen and

stately matrons were present to mingle in the social festivities of the evening, and never did Aphrodite, with her golden hair and voilet eyes of Heaven's reflected sheen, appear more beautiful than some of the dancers who "floated along like zephyrs" and whose eyes glittered as jewels fashioned to shine in some rare diadem. Ne'er did valiant knight of olden time deport himself more manfully—more acceptably to his lady love than did our gallant beaux of last evening.

> "They bore themselves as heroes of old,
> When mail-clad they marched in the ranks of the bold."

At 9 o'clock the band played and the German was begun. Beaux and belles were paired as partners, places and positions were selected, the usual conventionalities exchanged—"eyes looked love to eyes that spake again, and all went merry as marriage bell."

The German was led by Mr. Eugene Harris in a masterly manner, and the following ladies were prominent upon the floor, handsomely attired:

Miss Mary P———, of Warrenton, Va., wore a blue silk, with handsome lace trimming. Her ornaments were of etruscan gold and diamonds. Miss H———, Delaware, blue silk with lace trimmings and muslin flounces; gold ornaments. Miss S. H———, of Delaware, wore a navy blue brocade silk, handsomely trimmed with white lace and flowers. Miss W———, of Erie, Pa., white tarlatan, beautifully trimmed with wreaths of "morning glories;" very handsome pearl ornaments. Miss Eliza S———, of Charlottesville, Va., white tarlatan, trimmed with flowers; costly pearl ornaments. Miss H———, of Charlottesville, Va., white tarlatan with lace trimming; pearl ornaments. Miss Verdie W———, of Petersburg, Va, wore a very handsome brown silk of two shades, with white lace trimmings. Her ornaments were of diamonds and gold. Mrs. McG———, of Nashville, Tenn., handsome black silk with velvet trimmings; gold ornaments. Miss N———, of Portsmouth, Va., black silk with velvet and white lace trimmings; gold ornaments. Miss Emma W———, of Portsmouth, Va., blue silk, with white lace overdress; ornaments of coral and gold. Miss E. M———, of Portsmouth, Va., white tarlatan, with white satin body and trimmings; ornaments of gold. Mrs. James Y. L———, of Norfolk, a handsome blue silk, with black lace trimmings; diamond and gold ornaments. Miss Maria L———, white silk, with gauze overdress, blue satin stripes; gold and diamonds. Mrs. Samuel G———, white silk, trimmed with lace and cardinal red; diamond and gold ornaments. Mrs. W. D———, pearl silk, with pink and white lace trimmings; diamond ornaments. Miss Annie R———, light silk, crepe lace trimmings; pearl ornaments. Miss Sallie N———, pink silk, and white muslin overdress, with satin stripes—very handsome; gold and diamonds.

Mrs. C. H———, white silk dress, with illusion trimmings; pearl ornaments. Miss Hattie P———, white tarlatan and feather flowers; silver ornaments. Miss Nellie H———, pink silk, with fringe trimmings. Miss Bettie W———, blue and white berege with white flowers; pearl ornaments. Miss Ellen B———, blue tarlatan dress, very prettily trimmed with daises; gold and pearl ornaments. Mrs. W. G. E———, black silk with illusion and cardinal red trimmings; gold ornaments. Miss Bettie T———, blue tarlatan, lace trimmings; gold ornaments. Miss Nellie B———, blue silk with lace overskirt; gold ornaments. Mrs. A. C. F———, pearl silk, white lace trimmings; ornaments of diamonds. Miss Mary McC———, a gas-light green silk with wreaths and flowers; pearl ornaments. Miss Jennie B———, blue silk with white tarlatan overdress, trimmed with flowers; gold ornaments. Miss Sallie W———, blue silk with cream colored overdress; gold. Miss Belle T———, white tarlatan with lavender sash; gold and diamonds. Mrs. Dr. B———, light silk with cardinal red trimmings, gold. Miss Florence S———, black silk with black lace trimmings and pink scarf; gold and coral. Mrs. G———, black tarlatan, trimmed with buff of same material; gold ornaments. Miss Lulie W———, black silk with velvet trimmings and handsome Roman sash.

THE ROYAL SET.

"At 10 o'clock the Grand Duke and his staff entered the room and were formally introduced by Captain B. P. Loyall to many ladies and gentlemen. After a few minutes of pleasant conversation, *Les Lanciers* claimed the attention of the dancers, and partners took their places. (Our Russian friends do not dance the German.) The following couples formed the "Royal Set:"

Mrs. James Y. Leigh and the Grand Duke Alexis.

Prince Obolinski (Lieutenant and Aide to the Grand Duke) and Miss Hattie Parks.

Lieutenant Shaw (U. S. Navy) and Miss Emma Williamson, of Portsmouth.

Lieutenant Russell (U. S. N.) and Miss Bettie Walke.

After this set was danced His Imperial Highness promenaded the room, and was presented to a large majority of the members of the club. He entered into the fun and spirit of the occasion with a pleasing familiarity, and became a general favorite.

Admiral Boukatoff and Baron Shilling did not participate in the dance, but made themselves very agreeable to the lady visitors present. The other officers of the flagship shared in the festivities and greatly enjoyed themselves.

Refreshments, prepared at Mr. Thomas W. Henderson's saloon, were served at 12 o'clock, and the company adjourned in the "wee

sma' hours" of morning, well pleased with the pleasures of the evening."

The Grand Duke Constantine being somewhat indisposed, did not attend this German. He was sadly missed by several young ladies, who had already learned to like the "darling little fellow."

January 22d, Max Strakosch, Esq., the well known Opera manager of New York, brought the beautiful actress Miss Adelaide Neilson to this city, and the citizens here were treated to a short season of Shaksperean pleasures. Of course the Grand Dukes were invited to the Opera House, and were too kind and appreciative not to accept the invitation. The first night (22d) Miss Neilson appeared as "Juliet," and this is what the *Virginian* said of the play:

The largest and most fashionable audience of the season greeted Miss Adelaide Neilson last night upon her first appearance in Norfolk. Every seat in the house was occupied, and extra chairs were placed in all available places—even then standing room was in demand, and the walkway in rear of the dress circle was literally packed.

The auditorium was very handsomely decorated with the flags of all nations—the front of the gallery being festooned with small foreign flags, and the private boxes tastefully draped with large American and Russian flags. This unusual display was in splendid contrast with the brilliant audience of ladies and gentlemen who thronged the dress circle and parquette, and the Russian noblemen, who, by special invitation, were seated in the private boxes. In the box to the right of the stage sat the Grand Dukes Alexis and Constantine, accompanied by Baron Shilling and others. In the opposite boxes were seated Admiral Boutakoff, Sub-Lieutenants Schroeff, Sivers and Boutakoff, Prince Stcherbatov and other officers of the Imperial Russian Navy on board the ship Swetlana. These distinguished guests of Manager Strakosch were the cynosure of all eyes, when the curtain was down. The play was Shakspeare's sublime love tragedy of "Romeo and Juliet," that beautiful representation of undying love which dies but to live again, and which is so attractive to fair maidens' eyes, and touching to men's cold hearts. In the character of the pure and constant Juliet, Miss Neilson, fully sustained the reputation she had so justly won as the ideal of the immortal poet's beautiful conception. Her bewitching beauty, artless movements and splendid voice, combined with her perfect knowledge of the part she essayed, gained for her the admiration and plaudits of all who could appreciate true genius.

Our Royal visitors were continually the recipients of courtesies and honors from the people of Norfolk, but the most conspicuous event that transpired while they were in our midst was the

GRAND NAVAL BALL AT THE NAVY-YARD

Thursday, February 8th, 1877, given in honor of the Grand Dukes and the officers of the Russian frigates Swetlana and Bogatyr—the latter having just then arrived here. According to the *Virginian's* account of the ball (written by this author and republished here with many corrections and additions), it was not only the most fashionable gathering that Norfolk had for a long time boasted of, but it was most admirably and systematically conducted, and the pleasant, courteous and social intermingling of friends and newly-made acquaintances, of distinguished officers of the American and Russian nations, of Northern and Southern ladies, of the gallant men who

"wore the blue and the gray" in past bitter struggles upon bloody fields of battle, brought vividly to one's mind the great blessing of friendship and union, as expressed in the old adage—

"Peace hath her victories no less renowned than war."

In the brilliant scenes of that night it was pleasing to see the noble and chivalrous sons of old Virginia, with their wives, sisters and sweethearts clasping hands in friendship and social communion with those whom political strife, sectional antagonism and unfortunate circumstances had once brought together as enemies; aye 'twas refreshing to witness such an happy reunion—and in the presence of distinguished guests from a foreign country, who, no doubt, if they once thought of our past domestic troubles, were fully impressed then with the truth that the people of this land were truly at peace with each other, and that the enmities of the past had in good faith been buried in oblivion to make room for the brotherly love which now pervades the heart of every patriotic American citizen.

The arrangements and regulations for the ball were perfect and admirable in every respect, and reflected great credit upon the following named officers of the Navy, who composed the Executive Committee: Captain W. W. Queen, Captain W. T. Truxton, Chief Engineer Jackson McElwell, Lieutenant Commander F. E. Chadwick, Ensign J. C. Fremont, Jr., Paymaster Rufus Parks, Surgeon C. H. Burbank, Lieutenant R. T. Russell, Civil Engineer P. C. Asserson, Lieutenant C. P. Shaw, and Paymaster W. N. Watmough. Under the direction of this committee the dancing hall was most handsomely adorned with the flags of all nations—both sides and the ceiling being entirely covered with bunting of various national colors. The ends of the hall were decorated respectively with flags bearing the Russian and American coat of arms, while around the music and reception stages (opposite each other in the middle of the hall) pyramids were formed of muskets, the burnished steel of which glittered brightly in the gas-light, and looked beautiful. The walls in the rear of the aforesaid stages were hung with swords and cutlasses, and each corner of the room was occupied by a beautiful Gatling gun, mounted.

A private banquet hall was very handsomely furnished and decorated with flowers and national colors, and set apart especially for the use of the Grand Dukes, the Rear Admiral of the Russian fleet (Boutakoff) and the senior officers of our Navy present. The general banquet hall contained eight long tables, which presented a beautiful appearance when ornamented with various delicacies, exquisitely gotten up and arranged. Comfortable, spacious and convenient dressing rooms were provided, and polite and attentive servants were employed to wait upon the guests. Two bands were in attendance, viz: the post band from Fortress Monroe and one

from the flagship Hartford—the music was simply enchanting. The invited guests were all in full dress, and the officers present from the two Navies and our Army were in full uniform, except swords. A majority of the guests from Norfolk went over to the Yard on the steamer N. P. Banks (kindly loaned by the Old Dominion Steamship Company) at 9 o'clock, from Chamberlaine's wharf, although many went after that hour on the naval launches, which made regular trips during the night.

The set cards for the dancers were most exquisitely gotten up, and were of double boards, gilt edged and handsomely printed. On the outside they contained beautiful engravings of the Russian and American ensigns, and were held by colored silk cords and tassels. The following was the dancing programme:

GRAND OVERTURE AND MARCH.

1. Quadrille.
2. Waltz.
3. Polka.
4. Lanciers.
5. Waltz.
6. Quadrille.
7. March.
8. Galop.
9. Lanciers.
10. Waltz.
11. Galop.

INTERMISSION.

12. Waltz.
13. Quadrille.
14. Waltz.
15. Waltz.
16. Galop.
17. Polka.
18. Waltz.
19. Virginia Reel.

At 10 o'clock the Grand Dukes Alexis and Constantine, Rear Admiral Boutakoff and other officers of the Russian Navy arrived, and were received by the Executive Committee, which also acted as a reception committee. After a short time spent in pleasant converse, the Grand March was played, partners for the first set promenaded the beautifully decorated and illuminated hall, and the scene was lovely beyond description. The march being over the dancing commenced, and the programme was carried out to the letter. The ladies' costumes were of the most costly and beautiful styles, of rich and rare fabrics. "Princesse dresses" prevailed with their trained underskirts made with deep yokes, and a Spanish flounce attached to a plain gored strip, so as to form a fan-shape at the back, like the dress. These skirts, trimmed with Smyrna insertion and lace, strictly follow the outline of the dress skirt. This smoothness of outline, only broken by a double plaiting, a row of buttons, a cascade of lace, and ruffled train at the back, distinguishes all the later styles of evening and ball dresses, and separates them unmistakably from those which have done duty during previous seasons. Some of the toilets had very long trains, with bodices and sleeves anything but uniform. Some were made very high with soft plaitings and inside lace ruffs, in the Eliza-

bethian style. Others very low, and destitute of sleeves, a simple band over the shoulder leaving the arm entirely bare. Fashion, we know, runs to extremes, accepts no compromise, no half measures, but insists upon its votaries doing and daring all.

Among the dresses worn upon this grand occasion, we noticed a dainty one of pale lavender *faille* combined with cream, and and trimmed with pale jasamine flowers, and trails of autumn leaves. The bodice was very high, and improved a shape slender to fragility, by having puffs of the cream color arranged alternately and strapped with lavender.

A handsome and appropriate dress worn by a middle-aged lady, was of black and pale pink *faille* with postillion basque and trimming consisting of bands of black, corded with pink to represent an overskirt. Below these bands and upon sleeves and neck were scant ruffles of beautiful black thread lace.

Another pretty dress was of pink silk, with ivory *damasse*, arranged in diagonal folds, three in a group, and fringed with daisies. A pale green dress was attractively arranged with white and trimmed with a profusion of roses. One elegant dress was of pale blue and lemon color, with white lace trimmings and long white lace sleeves. There were ivory silks trimmed with red, and many all-white toilets worn by young ladies; many also of pale blue, cream, or pink, with lace overdresses; in fact, these last have become regulation costumes, and appear with as much regularity and certainty as the male dress coat.

We here insert the names of many ladies who were present, just as they were published in the papers next day after the ball. All those who have no residence specified were from this city:

Mrs. Arthur C. Freeman wore a pale green silk, *en train*, with white lace flounces and trimmings, and cream tinted roses. Ornaments, diamond necklace and cross, ear-rings, and spray in her hair. Miss Jennie Blow, handsome black crepe, elaborately trimmed with pink flowers. Her hair was beautifully arranged, her ornaments were diamonds. Mrs. James Y. Leigh, black satin, point lace overskirt; pearl ornaments. Mrs. Dr. Baylor, lavender silk, point lace trimmings; diamonds and opals. Mrs. Judge R. W. Hughes, black silk dress; point lace trimmings. Mrs. General V. D. Groner, light silk. Ornaments, cameo and pearls. Mrs. Robert P. Barry, Lavender silk, white lace overdress; pearls and diamonds. Miss Mary Minor, University of Virginia, white muslin, cardinal trimmings; gold ornaments. Miss Bettie Taylor, black velvet and white lace, powdered hair; silver ornaments. Miss Lilla Howard, white tarlatan, blue trimmings; carbuncle ornaments. Mrs. W. C. Marrow, pale blue silk; diamonds, tea roses. Miss Aline Petty, blue silk and white lace overdress. Mrs. Campbell, of Old Point, white silk; gold and

cameo. Miss Lucy Pegram, white silk ; pearls. Mrs. Calif, of Old Point, violet silk, lace trimmings. Miss Lula Blow, white crepe with pink silk overdress, pink corsage and ornaments of pearl. Miss Isabel Holmes, of Winchester, Va., white embroidered tarlatan, white silk bodice, point lace trimmings ; pearls. Miss Lizzie Southall, of Albemarle county, blue and white silk ; pearls and diamonds. Miss Verdie White, of Petersburg, white silk, flower trimmings ; diamonds. Miss Florence Sharp, pink silk, point lace trimmings. Mrs. Howard, of Old Point, blue silk; pearl ornaments. Miss Annie Reid, white silk, lace trimmings ; pearls. Miss Annie Branch, of Richmond, blue silk, point lace trimmings ; diamonds. Mrs. A. A. McCullough, black velvet and lace ; diamonds Misses Ross, Washington, D. C., pink and blue tarlatan. Mrs. Commodore Stevens, rich black velvet ; diamond ornaments. Mrs. Captain Queen, mauve silk and real lace ; ornaments, diamonds. Mrs. Dr. Kennedy, handsome blue silk and costly jewels to match. Mrs. Charles G. Elliott, mauve silk, and pearl ornaments. Miss Carrie Hatton, of Portsmouth, very handsomely dressed in white ; rich ornaments. Mrs. Dr. Walton, charming pink silk and lace ; coral jewelry. Mrs. W. T. Kilby, of Portsmouth, black silk velvet, lace overskirt ; ornaments, pearls and diamonds. Miss Eva Wilson, blue silk dress, elaborately trimmed with white lace and illusion. Miss Hertie Bain, very handsomely dressed in white, trimmed with rich flowers ; ornaments, pearls and diamonds. Miss Mary Higgins, blue tarlatan and diamonds. Miss Belle Holmes, white tarlatan and silk. Miss Ellen Camp, white silk and pearls. Mrs. W. W. Old, blue silk ; handsome ornaments. Mrs. Captain S. P. Franklin, very rich and stylish dress ; elegant ornaments. Mrs. Commander O. H. Stanton, very elegant party toilet ; diamond ornaments. Miss Mary Goode, dress of peach blossom silk, trimmed with cardinal velvet *en train* ; pearls and diamonds. Miss Mary McCullough, blue silk and diamonds. Miss Hattie Parks, blue silk ; pearls. Mrs. Alice Stevens, elegant in white and velvet ; pearl ornaments. Miss Wigg, black silk, orange blossoms ; pearl ornaments. Mrs. James G. Bain, of Portsmouth, handsome black dress, elaborately trimmed with lace ; diamond and pearl ornaments. Mrs. J. G. Sankey, Chinese gauze, over white satin, elaborately trimmed with cardinal satin ; diamond ornaments. Mrs. O. W. Farenholt, handsome black silk, trimmed with with a beautiful shade of pink and point-lace ; ornaments of diamonds. Miss Fannie Bain, Portsmouth, white French tarlatan, blue silk overdress and diamond ornaments. Miss Jennie Camp, lilac silk, crepe overskirt ; handsome silver ornaments. Miss O. Jackson, pink silk waist, pink silk tarlatan skirt and pearl ornaments. Miss Nellie Hunt, pink silk ; gold and cameo ornaments. Miss Mary Dickson,

handsome blue silk, lace collar and pearl ornaments. Miss Maria Lamb, handsome white dress, blue striped silk overskirt; pearls. Miss Minnie G. Hayes, of Gramarcy Park. New York, waist crepe de chene, de colte sleeves, white silk, with lace rushings, corsage bouquet of pink roses; skirt *en train*, light blue crepe de chene over petticoat. Mrs. S. Forrest, Portsmouth, rich black silk, overdress black lace, collar and ruffles of white lace; pearl and diamond ornaments. Miss Eliiza Blow, a beautiful white illusion dress, with pink silk overskirt, tastefully trimmed; pearl ornaments. Miss Bohrer, of Washington, white talatan, satin bodice; diamonds. Misses Downing, of Portsmouth, in white and pink tarlatan; looked exquisite. Miss Dudie Webb, white tarlatan, very handsomely trimmed. Miss Eulie Boush, white tarlatan, satin bodice; pearl and gold. Mrs. Ollendorf, Washington, D. C., very handsome white satin with point lace overdress; very costly pearls—handsomest in the room. Miss Sallie Newton, blue silk, with pearl silk overdress; diamond ornaments. Miss Emily Williamson, Portsmouth, white silk, with white lace trimmings, satin bodice. Miss Lucy Spotswood, white illusion, white flowers in hair; gold ornaments. Miss Jennie Parks, canary-colored tarlatan, handsomely ornamented with flowers. Mrs. George W. Johnston, black grenadine silk, with pink silk trimmings; ornaments of gold and diamonds. Mrs. W. G. Elliott, white tarlatan, with white satin bodice and overdress; very handsome. Mrs. H. L. Turner, handsome black silk, trimmed with white lace, velvet bodice; diamond ornaments. Miss Effie Boush, of Alexandria, black silk, white lace overdress; ornaments, coral. Miss Lottie Hodges, lilac silk, white tarlatan overdress; pearls. Mrs. W. C. Dickson, turquoise blue silk, white lace trimmings; diamonds. Miss Ellen Boutelle, Boutelle, of South Carolina, white silk, with canary satin overdress; diamonds. Miss Belle Tunstall, blue tarlatan, white lace overdress; pearl ornaments. Miss Lucy Blacknall, very handsome canton crepe dress; diamonds and pearls. Mrs. C. Hardy, white silk, figured white satin overdress with heavy fringe, hair powdered; pearl ornaments. Miss Polly Peters, of Portsmouth, maroon silk, black crepe and velvet trimming; gold ornaments. Miss Florence Forrest, of Portsmouth, cardinal red satin, white tulle overdress; diamonds and garnet. Mrs. Dr. A. M. Owen, white silk. Miss Sallie Jordan, of Portsmouth, white silk, tulle overdress; coral ornaments. Miss Mary Bain, of Portsmouth, white silk, tulle overdress; amethyst ornaments. Miss Mamie Hodges, of Portsmouth, white silk, adorned with flowers; gold ornaments. Miss Mary Bilisoly, blue silk and tarlatan; pearls and garnet. Mrs. Captain Russell, lovely pink silk and diamonds.

Miss Jennie Murdaugh, of Portsmouth, white tarlatan, blue silk overdress; gold ornaments. Miss Lou Wheeler, of Erie, Pa., white

silk; pearls. Miss Annie Wheeler, of Erie, Pa., light silk, lace trimmings; diamond ornaments. Mrs. Judge Watts, of Portsmouth, white satin, point lace trimmings; pearls and diamonds. Mrs. Chauncey Thomas, of Boston, Mass., very handsome and elegant white silk; pearls and diamonds. Mrs. C. K. Curtis, white silk, lace trimmings; diamond ornaments.

Mrs. A. B. Willitts, of Portsmouth, white silk with, tarlatan overdress. Mrs. Fabins, of Boston, light blue silk, lace trimmings; diamonds. Miss Chamberlaine, of Baltimore, blue silk; diamonds. Miss L. Wood, of Washington, white silk, plain. Miss Lizzie Quackenbush, pink silk; diamonds. Miss Courtney Newton, elegant white silk, flower trimmings; diamonds. Mrs. L. J. Guilick, white illusion, entrain, lace trimmings; pearl ornaments. Miss Mamie Garnett, of Richmond, corn-colored silk; pearl ornaments. Miss Jennie Pleasants, of Richmond, white tarlatan, flower trimmings; gold ornaments. Miss Annie Galt, pink satin and tarlatan, flower trimmings; pearls. Miss Nellie Bradford, yellow silk, lace overskirt; pearls. Miss Blanche Baker, white silk and tarlatan; gold ornaments. Miss Lizzie Moore, white silk and lace; pearls. Misses Keeling, ashes of roses, and pink and blue silk; pearl ornaments. Miss Lizzie Pleasants, of Richmond, yellow tarlatan, red flowers; pearls. Mrs. Col. John S. Saunders, Baltimore, handsome blue silk, lace trimmings; diamonds. Miss Eva Hart, Portsmouth, black crape *en train*. Mrs. John Goode, light silk, *en train;* diamonds. Mrs. Virginius Newton, Richmond, white silk, flower trimmings; diamonds. Mrs. W. N. Watmough, white silk, lace over dress; gold ornaments. Miss Jennie Taylor, black grenadine, very handsomely trimmed; diamonds. Misses Sallie, Bettie and Lulie Walke, handsomely dressed in white tarlatan, silk bodices, flower trimmings; pearl and diamond ornaments. Miss Richards, Brooklyn, N. Y., handsomely attired in white tarlatan, with flower trimmings; diamonds and pearls. Mrs. L. T. Gwathmey, white silk, *en train*, lace trimmings; diamonds. Miss Mamie Shields, white tarlatan over white silk; gold trimmings.

The Grand Dukes Alexis and Constantine participated in nearly every set that was danced up to the hour of 2 o'clock A. M., at which time they departed for their ship.

Among the gay and lively *old* men present, we noticed particularly Admiral Trenchard and Commodore Stevens, of our navy, who were general beaux among the girls, and enjoyed themselves hugely. The following officers from the different Government ships on the station were also present, viz:

From the U. S. Flagship Hartford.—Rear Admiral S. D. Trenchard, commanding North Atlantic squadron; Captain S. B. Luce, commanding Hartford; Flag Lieutenant C. P. Shaw; Lieutenant Commander P. F. Harrington; Lieutenants C. H. Black, B. F.

Tilly, W. T. Swinburne; Fleet Paymaster, Edward May; Fleet Surgeon, R. C. Deane; Assistant Surgeon, Ernest Norfleet; Masters, C. H. Lyman and Chauncey Thomas; Midshipmen, C. H. Amsden, J. C. Gillmore, J. A. Shearman, C. A. Corbin, T. B, Vinton and E. D. Bosticks.

The Powhatan.—Captain, J. H. Russell; Lieutenant Commander, F. E. Chadwick; Master, W. F. Bulkley; Master, H. Osterhaus; Ensign, J. C. Fremont; Ensign, C. H. Miles; Chief Engineer, J. McElwell; Surgeon, C. H. Barbank; Assistant Surgeon, R. A. Urquhart; Passed Assistant Engineer, T. Cooke.

The Worcester—Captain W. W. Queen, Lieutenant Commander Horace Elmer, Master Charles Clarke, Assistant Surgeon T. C. Walton, Assistant Paymaster W. N. Watmough, Passed Assistant Engineer W. Gragg, Assistant Surgeon Alfred E. Owen, Lieutenant B. R. Russell, U. S. M. C.

The Ranger—Commander DeHaven Manley, Lieutenant J. M. Grimes, Master H. F. Fickbohm, Master J. Allen Barbour, Passed Assistant Engineer W. A. Windsor, Assistant Paymaster Z. T. Brown, Pay Clerk W. J. Larkin, Cadet Engineer Robert J. Reid, Cadet Engineer H. H. Stevens.

The Alliance—Commander T. F. Kane, Lieutenant Bradford, Executive Officer; Lieutenants Edward H. Green, Charles Seymour, Ensign F. L. Cottman, Midshipmen F. J. Milligan and Robert C. Ray, Chief Engineer L. C. P. Ayres, Assistant Paymaster C. H. Bartlett, Lieutenant L. J. Guilick, U. S. M. C.

The Monitors—Lieutenant William Goodwin, Lieutenant T. C. Terrill, Assistant Surgeon C. W. Deane, Assistant Paymaster Plunkett.

The military arm of the service at Fortress Monroe was represented by Brevet Major General William F. Barry, Mrs. Barry, Miss Barry, Miss Katie Barry; Brevet Brigadier General Joseph Roberts, Colonel 4th Artillery, and lady; Brevet Brigadier General John C. Tidball, Major 2d Artillery, and lady; Brevet Colonel R. Lodor, Captain 4th Artillery, and lady; Brevet Colonel S. S. Elder, Captain 1st Artillery, and lady; Brevet Major Wallace Randolph, Captain 5th Artillery, and lady; Brevet Major J. H. Calif, Captain 2d Artillery, and lady; Lieutenants Verplank, O'Hara, Rodgers, Eastman, Baldwin, Jefferson, Bridgeman, Otis, Hunnicutt, Pashine, Wesser, Edgerton, Captain Mannix, United States Marines,and ladies; Lieutenant Roberts, Dr. H. O. Perley, United States Army; Lieutenant Cobb and lady, Lieutenant A. B. Dyer.

The ball lasted until nearly daybreak, and everybody enjoyed it. The supper was prepared with great taste, and comprised all kinds of meats, game, fish, salads, fruits, sweets, wines and ices. Beautiful flowers were sent in profusion from the Horticultural Depart-

ment at Washington by a thoughtful United States official, and added much to the splendor of the decorations. The long promenade halls were illuminated by locomotive head-lights, kindly loaned by the Atlantic, Mississippi and Ohio Railroad authorities, and everything else was on hand to make the occasion a grand and brilliant one. That ball will never be forgotten by those who had the honor and pleasure of being present, and the courtesy and gallantry displayed by the officers who gave it is here recorded to their praise and lasting credit.

THE GRAND DUKE'S MATINEE ON BOARD HIS SHIP.

On the 13th day of February, (1877) the Grand Duke Alexis and his companions gave a Grand Matinee Dansante on board the Flagship Swetlana, of the Imperial Russian Navy, which was attended by a large number of invited friends, including the beauty and fashion of the "twin cities," the stationed officers of the United States Navy, and their ladies. His Imperial Highness had every arrangement perfected for the conveyance of his guests to the ship, and the company assembled promptly on board, at (or near) 1 o'clock, P. M.—the genial host of the auspicious occasion, receiving his guests on the "quarter deck" with an old Virginia shake of the hand—(this author, "native here and to the manner born," can testify to the *shake*.) A glowing account of this elegant reception was written for the Norfolk *Landmark*, by Mr. C. E. Perkins, its excellent Local Editor, and we condense from the same the following particulars, which will no doubt be read with interest:

"The magnificent band, numbering forty pieces, under the leadership of Prof. Bayer, was discoursing the most exhilarating music, to which the feet of scores of beautiful ladies and gallant gentlemen kept time as they whirled in the intoxicating mazes of the dance. The scene on board presented many novel as well as elegant features. The quarter-deck had been cleared of guns and all surplus material and was covered with canvass of snowy whiteness. A large space had been enclosed for dancing, the interior of which was adorned with the flags of all nations, the American colors predominating. The music was partially concealed with evergreens, and the tropies of arms were elaborately and artistically arranged, representing, in a complete manner, the modern system of naval warfare—mitrailleuse, conical percussion shells, blocks, hawsers, &c., &c., all making a striking *tout ensemble*. The ceiling of the improvised ball-room was formed of many colored flags, radiating in all directions from a central point, crowned with a beautiful group of evergreens. Graceful festoons of evergreens were also suspended on all sides, and the mizzenmast was completely hidden in living green. A soft light pervaded the whole, making a scene which, for picturesque beauty, is seldom equaled. The grand reception room was covered with rich Brussels carpeting and magni-

ficently furnished with sofas, divans, tables and numerous other elegant appointments. One could scarcely imagine, while surveying the gorgeous scene presented in this apartment, that he was not in the elegant drawing-room of a millionaire instead of on board a vessel designed for naval warfare. This, like the ball-room, was handsomely decorated with flags and artistically trimmed with evergreens.

"The Grand Duke Alexis, as Captain of the Frigate, received the invited guests at the companion-way as they arrived, and the other officers vied with each other in extending to all every courtesy and attention. Scores of sailors, in neat uniforms, were stationed throughout all portions of the ship set apart for the accommodation of the visitors, and every want was attended to with alacrity. The veteran Admiral Boutakoff, the young Grand Duke Constantine and Baron Shilling also ably assisted the Grand Duke Alexis in dispensing a royal hospitality.

"The officers of the United States Army present at this reception were General W. F. Barry, Major Calif, and Lieutenant Howard—all from Fortress Monroe. The officers of the Navy were Admiral Stephen D. Trenchard, Commodore Thomas H. Stevens, Captain S. P. Quackenbush, Captain William T. Truxton, Captain Samuel R. Franklin, Captain Stephen B. Luce, Captain John H. Russell, Captain Walter W. Queen, Fleet Surgeon Richard C. Dean, Surgeon Theo. Wolverton, Surgeon Alfred M. Owen, Surgeon Ashbridge, Lieutenant Commander Chadwick, Flag Lieutenant Charles P. Shaw, Lieutenant William T. Swinburne, Lieutenant Edward S. Jacob, Paymaster Z. T. Brown, Paymaster Joseph T. Addicks, Paymaster Thomas T. Caswell, Master Chauncey Thomas, Ensign John C. Freemont, Jr., Ensign Charles R. Miles, Midshipman Mathew G. Reynolds, Chief Engineer; Edward D. Robie, Civil Engineer Peter C. Asserson.

"Among the citizens and temporary residents of Norfolk who were present we particularly noticed the following: Hon. John S. Tucker, Mayor of Norfolk; Judge George Blow, of our Circuit Court; Colonel William Lamb, Captain B. P. Loyall, and George R. Wilson, R. P. Barry, Richard Goode, W. Thompson Barron, Esqs. Also the following charming ladies: Mrs. Dr. William M. King, Mrs. Captain Bishop, Mrs. Dr. Richard C. Dean, Mrs. Lieutenant Swinburne, Mrs. Lieutenant Thomas, Mrs. General William F. Barry, the Misses Barry, Mrs. Lieutenant Howard, Mrs. Major Calif, Mrs. S. L. P. Ayres, Mrs. B. P. Loyall, Mrs. Guillick, Mrs. R. P. Barry, Mrs. Captain W. T. Truxton, Mrs. Col. William Lamb, Mrs. Chamberlaine, Mrs. Commodore Stevens, Mrs. John Goode, Mrs. J. C. Baylor, Misses Verdie White of Petersburg, Bettie Walke, Lulie Walke, Sallie Walke, Mary Goode, Lulie Blow, Hattie Parks, Jennie Parks, Florence Sharp, Annie

Reid, Nellie Hunt, Maria Lamb, Mattie Keeling, Pattie Keeling, Mary Higgins, Dora Schwartzkopf, Lizzie Quackenbush, Ella Brooke, Sallie Newton, Emily Williamson, Mary Milson, Eveline Milson, Belle Tunstall, Belle Loney, of Richmond, Miss Chamberlaine, Mrs. W. C. Dickson, Mrs. Paymaster Brown, Mrs. Stevens.

When the dining hour arrived, the guests were ushered to the elegantly prepared tables which were spread upon the gun-deck. The *carte* was highly artistic in its appearance. It consisted of a vignette representing a boat's mast, from which floated a Russian pennon. At the top of the card there was a glimpse of St. Petersburg—appropriate devices surrounding the sides, with crossed oars at the bottom. Upon the sail was printed "H. I. H. Prince Alexis"—surmounted by a crown, beneath which appeared the following:

DEJEUNER DU 2-13 FEVRIER.

Consomme de Volailles.

Bouches aux Huitres, Petits Pates Russes, { Diables, Pouilles aux Fromage.

Froids. { Soudae a la Provencales, Jambon de Norfolk, Ros Bif a l'Anglaise, Selle de Mouton de Virginia, Dinde Truffes, Chaud Froid de Pluviers, Pates de foi gras, de Strasbourg, Terrin de Sarcelles de Norfolk.

Chauds. { Cotelettes Porjarski, Cotelettes de Mouton, Gelinottes rotis.

Gelee aux Champagne.
Pudding Diplomates.

Glace, Chocalat—Vanille.
Glace, Groseilles—Oranges.

Compote Fruits de France.

The collation was unique and elegantly arranged by the maitre d'hotel of the Grand Duke, in the accepted Russian style. It may not be generally understood that the modern fashionable style of serving dishes and courses is of Russian origin. The *menu* being generally printed in French has given rise to the idea that the elegant mode of dining *par excellence* is French, but such is not the case. Our Russian visitors have demonstrated that they are the possessors of the secret of seasoning and collating in the most *distinque* and acceptable manner.

After the collation, which occupied nearly two hours, dancing was resumed and kept up until nearly six o'clock, when adieus were spoken and the guests took their departure, highly delighted with the magnificent reception and entertainment they had enjoyed.

OUR SHIPPING.

THE COASTWISE AND INLAND COASTING—STEAMBOAT TRADE OF NORFOLK—LIST OF STEAMERS ENGAGED, &C.

Before giving other particulars concerning our harbor, we desire to publish a list of all the Steamboats and Steamships which are regularly engaged in the transportation business between Norfolk and various other places at this time—February, 1877. The lines and boats mentioned do an immense business during the spring and fall seasons, but some of them have to suspend navigation in a great measure during the winter, on account of the ice in the rivers through which they run. The first company on our list is the well known Clyde Line, Wm. P. Clyde, of Philadelphia, President and principal owner, with Captain James W. McCarrick, as general agent of the Company in this city. The following is a list of the Clyde Steamers:

The Vindicator, a wooden propeller, 1,200 tons burthen, Rogers master, plys between Norfolk, Philadelphia and Providence. The Everman, iron propeller, 696 tons burthen, Platte master, from Norfolk to Philadelphia. The Norfolk, wooden propeller, Ford master, Norfolk, Philadelphia and Fall River, Mass. The Fanita, iron propeller, Howe master, 600 tons burthen, Norfolk and Philadelphia. The Alliance, iron propeller, Carr master, Norfolk and Philadelphia. The Defiance, wooden propeller, 400 tons, Tunnell master, Norfolk, Philadelphia and Fall River. The Virginia, iron propeller, 750 tons burthen, Hunter master, Norfolk and Philadelphia. The Stout, wooden propeller, 400 tons burthen, Pierce master, Norfolk, Newberne and Baltimore. The Experiment, wooden propeller; Pierce master, 300 tons burthen, Norfolk, Newberne and Baltimore. The Tuckahoe, wooden propeller, 200 tons burthen, Brown master, Norfolk, Newberne and Baltimore. The John S. Ide, iron propeller, 200 tons burthen, James master, Norfolk, Edenton, Plymouth and Roanoke river. The Lamokin, iron propeller, 150 tons burthen, Jester master, Norfolk, Edenton, Murfreesboro, Franklin, Blackwater and Chowan rivers.

CONNECTING STEAMERS.

The L. G. Cannon, wooden propeller, 200 tons, Minter master, Norfolk, Edenton, Plymouth and Roanoke river. The Isaac D. Coleman, 150 tons, Williams master, Norfolk, Edenton, Plymouth and Roanoke river.

THE OLD DOMINION STEAMSHIP COMPANY.

The officers of this Company are to-wit: President, N. L. McCready, Esq., of New York; Vice-President, Isaac Bell, Esq., of New York. The Norfolk agent of the Company here is Colonel Thomas H. Webb, a well known citizen. The steamers of this line are as follows:

The Old Dominion, iron sidewheel steamship, for freight and passengers, 2,222 tons burthen, George M. Walker master, Wm. W. Calwell, purser. She has 50 staterooms and can accommodate 200 passengers. The Wyanoke, iron sidewheel steamship for freight and passengers, 2,068 tons burthen, Couch master, W. H. Meyer purser. She has 50 staterooms and accommodates 200 passengers. The Isaac Bell, wooden sidewheel steamship, freght and passengers, 1,612 tons burthen, Lawrence master, Thos. L. McCormick purser. She has 35 staterooms and accommodates 150 passengers. The Richmond, iron propeller, for freight and passengers, 1,436 tons burthen, Kelley master, T. A. Guillenden purser. She has 30 staterooms and can accommodate 135 passengers. The Hatteras, wooden sidewheel steamship, for freght, 868 tons, Mallett master. The Albemarle, wooden sidewheel steamship, for freight and passengers, 871 tons, Gibbs master, J. B. Lewellyn purser. All of the above steamers of this line ply between New York, Norfolk, City Point and Richmond. The N. P. Banks, wooden sidewheel steamboat, for freight and passengers, 338 tons, McCarrick master, runs daily between Norfolk and Old Point, and tri-weekly between Norfolk and Cherrystone, Mathews, Yorktown and Gloucester Point. The Hampton, wooden sidewheel steamer, for freght and passengers, 624 tons, Schermerhorn master, runs daily between Norfolk, Old Point and Hampton, and four times a week to Smithfield, Va. The Mystic, wooden sidewheel steamer, for freight and passengers, 196 tons, Wicks master; runs between Norfolk and landings on Nansemond river. The Newberne, iron propeller, for freight and passengers, 400 tons, Southgate master; runs between Norfolk and Newberne and Washington, N. C., via Albemarle and Chesapeake Canal. The Pamlico, wooden propeller, for freight and passengers, 252 tons burthen, Pritchard master; runs between Norfolk, Newberne and Washington, N. C. The next in order are the Norfolk and Baltimore steamers, familiarly known as the "Old Bay Line," but properly designated as

THE BALTIMORE STEAM PACKET COMPANY.

The President of this Company is Captain John M. Robinson, a native of Virginia, but now a resident of Baltimore. Major William C. Smith, formerly of Richmond, Va., but now of Baltimore, is the general Superintendent. The Norfolk agent of the Company is Captain William A. Eldredge, a courteous and popular young citizen. The steamers of the line are as follows:

The Florida, sidewheel passenger steamer, seventy-five staterooms, capacity for 500 passengers; Norfolk to Baltimore, D. J. Hill master. The George Leary, sidewheel passenger steamer, sixty-three staterooms, capacity for 350 passengers; Norfolk to Baltimore. The Adelaide, sidewheel steamer, W. C. Whittle master, fifty-five staterooms, capacity for 300 passengers; Norfolk to Baltimore. The Petersburg, wooden propeller, Dawes master, runs from Norfolk to Baltimore, via York river, for freight and passengers. Steamers Seaboard and Roanoke, iron propellers, Craille and Geoghegan masters, run between Norfolk and Baltimore, with freight for Philadelphia—connecting with the P., B. & W. Railroad at Canton, Md. Steamer Transit, wooden propeller, Dawes master, same as above (Canton Inside Line). The Shirley, iron propeller, Travers master, freight, between Baltimore, Petersburg and Richmond, via Norfolk. The Westover, iron propeller, Skinner master, freight steamer; runs same as the Shirley.

MERCHANTS' AND MINERS' TRANSPORTATION COMPANY.

This old and wealthy company has seven steamships, which ply between Norfolk, Providence and Boston, touching at Baltimore for freight and passengers on each trip. The officers are as follows: President, George D. Appold, Esq., of Baltimore; Vice President, H. Austin Whitney, Esq., of Boston. The agent of the line in this city is General V. D. Groner, one of our most active and energetic business men. The boats of the line are: the William Crane, an iron propeller, 1416 tons burthen, commanded by Captain Solomon Howes. The George Appold, a wooden propeller, 1,456 tons burthen, commanded by Captain W. Loveland. The McClellan, a wooden sidewheel steamer, 954 tons burthen, commanded by Captain J. C. Taylor. The William Kennedy, a wooden propeller, 974 tons burthen, commanded by Captain H. D. Foster. The Blackstone, a wooden propeller, 1,147 tons burthen, commanded by Captain J. S. March. The William Lawrence, an iron propeller, 1,049 tons burthen, commanded by Captain F. M. Howes. The Johns Hopkins, an iron propeller, and the largest ship of the line, 1,470 tons burthen, commanded by Captain William A. Hallett.

THE WASHINGTON LINE.

This line of boats belong to the Inland Seaboard Coasting Company of Washington, D. C.—General V. D. Groner, Agent in Norfolk. The boats of the company are as follows: The Lady of the Lake, a sidewheel passenger steamer, with fifty-two staterooms, which accommodate 240 passengers. She is commanded by Captain Joseph White. The Jane Moseley, a sidewheel passenger boat, with forty-one staterooms, which accommodate 150 passengers. She is the extra boat of the line, and when running from here to Washington is also commanded by Captain White.

BALTIMORE & ROANOKE STEAMBOAT COMPANY.

These steamers ply between Baltimore, Norfolk and the landings on the Roanoke river—Captain Henry Roberts, agent in this city. The steamers are the Louisa, wooden propeller, 279 tons burthen, A. M. Walker, master; the Commerce, wooden propeller, 200 tons burthen, W. Walker, master.

DISMAL SWAMP S. T. COMPANY.

This is a tri-weekly line from Norfolk to Elizabeth City and all landings on the Dismal Swamp Canal. William B. Rogers, Esq., is President of the line, and Captain Henry Roberts agent. The following are the boats: The Helen Smith, wooden propeller, Conklin, master; the Elizabeth City, wooden propeller, and the Thomas Jefferson, wooden propeller. One of these steamers leaves the company's wharf, foot of Commerce street, every Tuesday, Thursday and Saturday at 7 o'clock A. M., and arrives every Monday, Wednesday and Friday in the afternoon.

MISCELLANEOUS STEAMERS.

Under this head we class the lines or companies that have only one steamer on their routes, and also the steamers engaged in the towing business. The first on the list is the James River Steamboat Company's steamer John Sylvester, Captain J. A. Post, with our esteemed fellow-citizen, A. I. Hume, Esq., as the Norfolk agent and purser. The Sylvester is a copper-bottomed, sidewheel freight and excursion steamer, running between Norfolk and Richmond, touching at the various landings on James river, delivering and receiving freight, mail and passengers. She leaves Norfolk Mondays, Wednesdays and Fridays at 6:30 A. M., and returns Tuesdays, Thursdays and Saturdays at 5 P. M.

The Cygnet, a wooden sidewheel steamer, for passengers and freight, Cain, master, runs between Norfolk and Currituck. She leaves here Mondays and Thursdays A. M., and arrives Tuesdays and Fridays P. M.

Steamer Keystone, wooden propeller, 250 tons, Mills, master, runs between Norfolk, Baltimore and Philadelphia and other points, for Messrs. Baird & Roper, owners and shippers.

The Mary E. Roberts, wooden propeller, 150 tons burthen, W. W. Walker master, Captain Henry Roberts agent, runs between Norfolk, Hertford and points on the Scuppernong river. Leaves Norfolk every Thursday, and arrives here every Wednesday.

The Lucy, iron propeller, for freight purposes, 116 tons burthen, Taylor master. Runs between Norfolk and the landings on the Roanoke river as far as Bridges' Ferry, N. C.; she is owned by Biggs, Taylor & Hardy.

The Rotary, wooden propeller, for freight and passengers, 186 tons burthen, Johnson master. She runs between Norfolk and Fairfield, N. C., touching at Hertford and points on the Scuppernong river.

Captain Ed. Pickup owns four steam towboats—the Ben Minder, the Chowan, the Croatan and Virginia, which are used for towing barges, vessels, &c., through the Albemarle and Chesapeake Canal.

Messrs. Baird & Roper, lumber dealers, manufacturers, &c., have several large steamtugs which are constantly used in towing vessels, barges, &c., from their mills at Deep Creek to Boston, Baltimore, Philadelphia, &c., laden with all kinds of dressed timber.

Messrs. B. & J. Baker & Co., wreckers, have several steamtugs which are daily engaged in towing and assisting vessels in distress.

There are also many other steamtugs belonging to our harbor which are not mentioned in this list, but which are very important auxiliaries to our shipping interests and inland trade. Nearly all of these boats land freight and passengers for Portsmouth as well as Norfolk.

COTTON.

THE ASTONISHING GROWTH OF OUR TRADE—FACTS AND FIGURES FROM TRADE STATISTICS, &C.

A sketch of the commercial history of Norfolk, with its strange vicissitudes, would require more space than we can devote to it; but it is proper, as a preliminary to a notice of our Cotton Trade, to make a brief reference, at least, to the former condition of the city.

As far back as 1728 Norfolk was possessed of a valuable commerce, and had a brilliant destiny before her. At the date of the Revolution she was rich and opulent; but that barbarous incendiary, Lord Dunmore, whose act of vandalism is elsewhere described in this volume, left the greater part of the Borough in ashes. Then,

the expulsion of the Scotch merchants by the intemperate zeal of the "patriots," struck another blow at her prosperity, and this was succeeded by the troubles with France. The Non-importation Act and the Embargo were measures of policy peculiarly destructive to the interests of Norfolk; but the supreme cause of her first decay was found in the Navigation Laws of the United States, which threw the coastwise and carrying trade into the hands of the Maritime States to the North of us. But this topic is too extended to be discussed here. Finally, the Yellow Fever in 1855 and the four years War between the North and South, beginning in 1861, inflicted losses upon the city which appeared to be almost irreparable; but it will be seen by the following facts that the native energy of our people has again put Norfolk in an attitude to command the respect of the commercial public.

At the end of the late war our trade was at zero, and the cotton trade of the port did not then exist; but the tables we subjoin show with what astonishing rapidity this has been developed. Before examining these facts it is necessary to explain to the uninformed reader the nature of our lines of connection with the fields of production:

I. We have the Atlantic, Mississippi and Ohio Railroad, which, consolidated by the genius and labors of General Mahone, gives us a base of supply in the Southwest.

II. The Seaboard and Roanoke Railroad, which, under the sagacious management of Captain John M. Robinson, penetrates by its connections the Cotton States of the South Atlantic and Gulf, from which large quantities of the staple reach our market.

III. The Albemarle and Chesapeake Canal, managed by Marshall Parks, Esq., one of the most experienced canal engineers in the country, puts us in connection with all the tidewater regions of North Carolina.

IV. And finally, the Dismal Swamp Canal, under the management of Colonel William B. Rogers, its indefatigable President, which, with that just mentioned, penetrates Eastern Carolina.

Thus it will be seen that two extensive systems of railways that, by their connections, reach nearly every portion of the Cotton-growing country, and having "their termini on the wharves of Norfolk and Portsmouth, furnish ample facilities for the *collection* at this market of a large share of the annual cotton crop. The Atlantic, Mississippi and Ohio Road is a part of the great trunk line from here to Memphis—passing through some three hundred miles of the Cotton-belt in Tennessee, Alabama and Mississippi, and terminating as before stated, at the inland depot of half the Cotton product; this road and its feeders, therefore, reach all of the Western and Southwestern cotton fields.

"The Seaboard and Roanoke Railroad is a portion of the At-

lantic Coast lines of railway that penetrate every portion of the Atlantic and Gulf Cotton States, and reach, as previously stated, fully 15–36ths of the annual cotton crop. The two ship canals join the waters of this port with those of the Sounds of North Carolina, that branch into a productive cotton region. These lines of internal improvements furnish communication by the shortest and cheapest routes of inland transit between the gin-houses of the planters and the warehouses and wharves of the factors and shippers—and at a port where full provision is made for storing, compressing, shipping or selling cotton. [The 1874 report to the U. S. Senate on transportation routes (page 242) says: "The rates of transit for cotton to Norfolk from the interior must continue to be cheaper than to other ports, because the distances are shorter and the lines of transportation diverging, as they do, cannot combine to raise rates; at the same time, the facilities for traffic are ample."]

The requirements for the reception and distribution of Cotton at this port are fully provided. Railway cars run out upon our wharves, alongside of which the largest of merchant vessels may lay and receive the bales into their holds—thereby obviating the unnecessary handling, hauling, &c., incident to many other ports (particularly North of us); and thus great expense, waste and damage is saved to the owner. We also have powerful hydraulic presses at the wharves to compress the bales so that ships can carry more than their registered tonnage. Large warehouses are provided for the storage of cotton at small cost, to await the orders of owners.

That the enormous *foreign cotton exportation of the country* can be best conducted through the port of Norfolk, hardly admits of a doubt, in the light of the following statements (and figures). It is of the first importance to a foreign consumer, like England, that manufactures nine-tenths of the world's cotton goods and *imports* all of its raw cotton, to obtain the raw material as cheaply as possible. To do that, it must employ the largest vessels; load them to their utmost capacity, and have them make the speediest of voyages, after having *obtained their cargoes from the port where the producer can place them for the least money.* It is clear that these demands of the foreign cotton trade can be more fully met here than elsewhere:

"What market can offer greater advantages to the cotton planters of Virginia, North and South Carolina, Georgia, Alabama and Tennessee, than Norfolk, occupying, as she does, a central position on the Atlantic coast, and the starting point for the ships on the high road across the ocean, as the voyage from America to Europe, even if clearing from Northern or more Southern ports, is deflected by the ocean currents, so as to pass closely by the gates of our harbor, which is open the whole year, accessible in all prevail-

ing winds, is sheltered, safe and tranquil, and sufficiently deep and ample to float the navies of the world, and for these causes is the natural entrepot and clearing point of the commercial marine between Europe and this country? Ships can enter this harbor drawing 30 feet water. (New York 27 feet, Baltimore 22 feet, Savannah 17 feet, New Orleans 15 feet, Charleston 15 feet, Mobile 21 feet, in the bay, where all cotton is loaded, having to be lightered from Mobile out to the ships). Twenty-one (21) feet at low water can be carried to the anchorage, and wharf at Norfolk, (Superintendent United States Coast Survey) free from bars and other obstructions, and accessible, at all seasons of the year. From the work, "Physical Survey of Virginia," by the gifted and world-renowned Mathew F. Maury, we copy the following: "Norfolk, with Hampton Roads at the mouth of the Chesapeake Bay as its harbor, and San Francisco, inside the Golden Gate in California, occupy the most important maritime positions that lie within the domains of the United States. * * * * * * Geographically considered, the harbor of Norfolk or Hampton Roads, occupies the most commanding position on the Atlantic coast. * * * * * * * * * * The Chesapeake Bay is a 'King's chamber in the basin of Virginia.' * * Norfolk, be it remembered, with its deep waters, spacious harbor, and free outlet through the capes of Virginia to the sea, occupies, geographically, what the early discoverers thought would be, and what physical geography claims is, the most commanding position along the whole Atlantic Seaboard of the United States."

"And especially are the advantages and success of our port of paramount importance and interest to the larger success and prosperity of North Carolina; and if she were to consult her own self-interest by giving the benefit of her entire shipments to this market, which would not only return to her (as now) a larger net value for her cotton, but, by the increased patronage of her planters in their consignments would enable this port to enlarge and increase her facilities for direct shipments to Liverpool and the Continent, and thus build up a great mart here for her cotton and other produce, and thereby have the effect of bringing English manufacturers, as it were, to the very doors of her planters; for Norfolk is nearer the doors of her planters than any other port accessible to large ocean steamers, and *one hundred miles nearer to Liverpool* than New York is."

Operating by the valuable roads and canals mentioned, we find that Norfolk has steadily increased in her cotton trade (from zero in 1865) until its growth (we speak of our foreign bound cotton) may be expressed in the following table:

Exports of Cotton to Europe Direct from 1865 *to* 1876, *inclusive:*

1865	None.
1866	733 bales.
1867	14,168 "
1868	8,278 "
1869	7,527 "
1870	4,745 "
1871	5,142 "
1872	4,687 "
1873	8,282 "
1874	47,342 "
1875	87,753 "
1876	106,421 "
Total	295,078 "

It appears from the above that in ten years our exports *to Europe direct* increased in an unprecedented manner—some notion of which can be formed from the fact that in 1865 we did not send a bale "across the waters;" while in 1876 the money value of cotton exported from Norfolk was $7,330,035 as is shown by the returns of the Customhouse. In order still further to show the prodigious growth of this trade, we give the following additional tables of receipts for the fiscal year 1876. In doing this our illustration is made more forcible by a comparison with 1875, and our analysis of the figures will speak more eloquently upon this subject than the most adroit rhetoric. The tables to which we refer show the following:

Receipts of Cotton from January 1*st to December* 21*st*, 1876.

Route.	Bales to Order.	Bales Local.	Total.
A. M. & O. R. R.	257,707	88,594	346,301
S. & R. R. R.	283,771	130,569	414,340
Canals and otherwise	33,772	37,064	70,836
Total	575,250	256,227	831,477

Receipts from January 1*st to December* 31*st*, 1875.

Route.	Bales to Order.	Bales Local.	Total.
A., M. & O. R. R.	141,806	36,370	178,176
S. & R. R. R.	152,492	71,811	224,303
Canals and otherwise	18,710	21,148	39,858
Total	313,008	129,329	442,337

In favor of 1876: Bales to order, 262,242; bales local, 126,898; total, 389,140.

What an effect the cotton trade has had on Norfolk may be gathered from the following:

Yearly Statement of Value of Exports from 1865 *to* 1876, *inclusive, with Total Value for the Eleven Years:*

1865	$11,538 00
1866	411,450 72
1867	2,494,161 00
1868	1,718,157 00
1869	1,173,095 38
1870	894,614 50

1871	723,298 00
1872	958,312 60
1873	1,256,730 00
1874	3,701,008 00
1875	9,243,971 00
1876	7,825,112 00
Total value of exports in 11 years	$27,411,438 20

About four-fifths of the total value of our exports for the years given here was for cotton alone.

The effect on the shipping interest has been one of steady improvement. The coastwise movement of cotton employs large and splendid fleets of steamers which run to Baltimore, Philadelphia, New York, Boston and Providence, while the foreign bound vessels represented enormous tonnage capacity for the years accounted for in the table of exports.

The following local item, written for the *Norfolk Virginian*, by this author, December 3d, 1875, will give some idea of the kind of vessels engaged in our foreign trade: "On the 2d of December the ship H. S. Gregory, drawing 21 7-12ths feet, was cleared by Messrs. Reynolds Brothers from this port for Liverpool, England, with a cargo consisting of 7,176 bales of cotton, weighing 3,221,971 pounds; 10,000 trenails and 3,000 staves. This was the largest cargo of cotton that ever left Norfolk, and is thought to be the largest ever shipped from any United States port. The tonnage of the ship was 2,207 tons, and it had not the slightest difficulty in clearing its moorings. On the same day Messrs. Ricks & Milhado cleared the brig R. B. Grove, for Havre, with 1,817 bales of cotton, weighing 830,898 pounds. The registered tonnage of this vessel was only 463 tons; the cargo, therefore, was the largest—compared with tonnage—that ever left Norfolk. On a voyage from New Orleans, two years previous, this same brig carried 1,545 bales, weighing 707,316 pounds—272 bales and 23,572 pounds less than she carried from Norfolk."

In addition to advantages mentioned, we have three powerful cotton presses constantly at work in cotton season, which increase the carrying capacity of vessels at least forty per cent. beyond their ordinary tonnage for cotton, and the facts all show that Norfolk, in an inconceivably short time (commercially speaking), has risen to be one of the chief cotton ports of the Union. There is ample room on this topic for rhetorical display and pardonable hyperbole; but we have preferred to present the facts as they exist, in their naked simplicity rather than to indulge in what might be regarded as extravagance of assertion. The facts we have given are perfectly authentic, and we leave them to speak for themselves. It may be pardonable in us, however, to admonish our business men and merchants, our property owners and mechanics, that this unparalleled growth of our trade renders it necessary for them to look

as far as they can to the integrity of their lines of communication and aid the State, as far as possible, in keeping alien, or unfriendly hands, from interrupting this traffic, which, although in its infancy, reached the magnificent total of $7,330,035.00.

MORE INTERESTING TRADE FACTS.

A recent publication, speaking of Norfolk, says: "The grand current of the Elizabeth (opposite Fort Norfolk) is so broad and deep that the largest ship that floats can swing around there. * * The trains of the Atlantic, Mississippi and Ohio Railroad discharge their freights of cotton and grain directly upon wharves at the steamers' sides, and the unusual facilities are yearly increased and improved. * * The importance of Norfolk as a port for the future is certainly indisputable; and it is not at all improbable that in a few years it will have direct communication with European ports by means of ocean steamers owned and controlled in this country. * * The Elizabeth river is not so lively now as when at the beginning of this century the river could not be seen, so thick was the shipping between the Norfolk and Portsmouth shores. In the financial crash which came at that time sixty Norfolk firms interested in maritime commerce failed. * * The eastern and southern branches of the Elizabeth are superior in depth to the Thames at London, or the Mersey at Liverpool. The depth of water in the harbor of Norfolk is twenty-eight feet, or nearly twice that regularly maintained at New Orleans, and the harbor is spacious enough to admit the commercial marine of the whole country. It has been estimated that thirty miles of excellent water-front for wharfage can readily be afforded. * * Norfolk lies within thirty two miles of the Atlantic, by the regular water course. Northward stretch the Chesapeake and its tributaries, navigable nearly a thousand miles; westward is the James, giving communication with Richmond, and five hundred miles of water way; southward runs the canals to Currituck, Albemarle and Pamplico Sounds, communicating with two thousand miles of river channel. She affords naturally the best seaport for most of North Carolina and Tennessee, besides large sections of Northern Georgia, Alabama, Mississippi and the Southwest. A thorough system of internal improvements in Virginia, giving lines leading from tidewater in that State to the Northwest, would enable Norfolk almost to usurp the commercial pre-eminence of New York. Pittsburg, Wheeling and Toledo are geographically nearer to the Capes of Virginia than to Sandy Hook; and it is almost certain that in the future many of the highways to the sea from the West will run through Virginia, and the ports furnishing outlets to the Western cities will be along the beautiful and capacious Chesapeake Bay."

Lines of railways, canals, steamships and vessels of all kinds

connect our port with all portions of the country. Its commercial advantages—the results of its position—can hardly be overestimated, and the growth of its cotton trade, already described, shows that it may aspire to the first rank not only in this, but in all the export and import trade of the country.

Hampton Roads, on account of its nearness to the sea, its accessibility, the depth and expansion of its waters, the thoroughly land-locked character of its situation, the condition of the surrounding land and its ample security in troublous times, may justly be called the "The Harbor" of the Mid-Atlantic coast of the United States. When the storm signals are up all the shipping at sea along the Middle coast of the Union flies to Hampton Roads for refuge, and it is no uncommon sight to see hundreds of vessels of every class riding here at ease without a strain upon their anchor chains, while in sight, without the Capes, a furious storm is raging. Again, ships freighted with the precious cargoes of the tropics, but cleared for other ports where the climate is damp and uncongenial to their sensitive lading, come here to await orders and a favorable season.

Norfolk has unrivaled advantages for doing a large portion of the immense grocery trade of the country, so favorably is it situated in reference to the ocean highways that lead to and from the lands where sugar, molasses, spices, coffee, tropical fruits, &c., &c., are the staple products, and being so much nearer to the centre of population, and therefore of consumption in the United States, than any other seaport can lay claim to, being in the "offing" for this trade.

THE ALBEMARLE AND CHESAPEAKE CANAL,

with two cuts—first, the Virginia, eight miles long, connects the Southern Branch of Elizabeth river (the harbor of the United States Navy Yard, Gosport, a part of the harbor of Norfolk, deep enough for any vessel afloat) with the North Landing river that runs into Albemarle sound; and second, the North Carolina cut, a ship canal, from Norfolk to Albemarle sound, and all the tidal waters of North Carolina. The last is a great work, in complete order: it has but one lock, 220 feet long and 40 feet wide, and seven feet deep, through which vessels of 400 to 600 tons burden pass; it has a capacity for more than thirty millions tons a year. Steam is the motive power used. The freight brought to Norfolk by this canal embraces large quantities of cotton, salt fish, turpentine, lumber, shingles, staves, railroad ties, wood, juniper logs, bacon, peas and beans, wheat, fresh shad, watermelons, &c. The forest products of timber annually brought through the canal amounts to over sixty million feet of board measure.

connects the same waters by another route, penetrating more of the swamp region of the Norfolk peninsula, but having the same kind of through trade. The receipts by this canal for 1872 will not only give a good idea of the business of these ship canals, but also of the trade and products of the "low country": 1,365 bales cotton, 8,606 barrels fish, 204,470 bushels of corn, 61,298 cubic feet of timber, 3,708,980 shingles, 179,975 staves, 166 bushels flaxseed, 13,128 bushels potatoes, 257,200 railroad ties, 5,111 cords of wood, 4,994 bushels of beans, 6,419 bushels of wheat, 7,108 cords of logs, 117,134 fresh shad, 127,120 planks, 14,058 posts, 113 cords of reeds for paper, 264,650 rails for fences, 604 head of cattle, 22,133 chickens, 53,523 dozen eggs.

By these canals there is a through route from North Carolina to Norfolk, then up Chesapeake Bay to the Chesapeake and Delaware canal, eight feet deep and fourteen miles long, to Delaware Bay; then by the Delaware and Raritan canal, seven feet deep and forty three miles long, to Raritan river, and by that to New York harbor. Our State Board of Immigration says: "It is hardly possible to overestimate the importance of such a system of canals, and the effect the cheap transportation they can offer must have upon the coastwise trade of nearly all the Atlantic States. An example of what may be done shows the probabilities of the near future. Barges on the James River and Kanawha Canal may be loaded with iron or coal in Appalachia, and without break of bulk be delivered in Baltimore, Philadelphia, New York, Albany, and many towns on the Great Lakes," &c.

OUR TRUCKING BUSINESS.

A large number of our people are engaged in the "trucking business," which, with fair seasons, proves to be very profitable. The soil in this vicinity is rich and moist, and all kinds of vegetables, apples, pears, peaches, quinces, plums, cherries, nectarines, grapes, figs, strawberries, raspberries, gooseberries, currants, and other fruits, thrive and produce abundantly, the quality of the products being unsurpassed, as the awards of the American Pomological Society attest.

The market gardens of tidewater shipped from Norfolk alone, to other markets, in the spring of 1870, a million baskets of strawberries, 50,000 barrels of Irish potatoes, 40,000 barrels of green peas, 10,000 barrels of snap beans, 650,000 heads of cabbage, 20,000 barrels of cucumbers, 160,000 barrels of tomatoes, 5,000 barrels of squashes, 2,000 barrels of beets, 40,000 bunches of radishes,

100,000 canteloupe melons, and 100,000 watermelons, valued at $1,043,000. This does not include $25,000 worth of apples, pears, peaches, &c., shipped during the same season. The shipments of 1872 were valued at $1,500,000, and are steadily increasing every year. The products of the "truck patches," or market gardens, are mostly marketed from March to August.

No country can be better situated for market gardening than this section of Virginia:—it is from 14 to 36 hours, by water, from Baltimore, Washington, Philadelphia, New York and Boston, the centres of population of the Atlantic slope of the United States; at the same time its seasons are from one to two months earlier, giving an advantage of fully a double price for its garden products over the country in the vicinity of those cities.

MARINERS' DIRECTIONS.

From an old but very reliable edition of the "American Coast Pilot" the following information concerning entry into Norfolk and Hampton Roads is taken; and we will state that it has been endorsed as *reliable* by the Virginia Pilots' Association:

"A ship from sea falling into the Northward ought not to go nearer than seven fathoms on the shore until she is well up with the middle of Smith's Island, when she may stand into five fathoms without danger.

"If the Light on Cape Henry is to be seen, keep no further to the Northward than for the Light to bear W.S.W. by the compass, which course, after crossing the Middle in four or four and a half fathoms, will lead you to the Channel-Way in 7, 8, and 9 or 10 fathoms, sticky bottom; from thence a West course will lead you to the tail of the Horse-Shoe, in five fathoms hard sand, the Light bearing S.E. by E. If bound to Hampton Roads, in order to gain with certainty the Southern shore, on which it is right to take soundings, steer West or W. by S. until the Light bears E.S.E., then, being in five fathoms or a quarter less five, a W.N.W. course leads you up clear of Willoughby's Point—this being passed and the water deepened into 9 or 10 fathoms, it is necessary to haul up W.S.W., observing to come no nearer than 9 fathoms to the South shore, least the bar off Sewell's Point hook you in. Should you (after passing Willoughby's Point) fall into 14 or 15 fathoms, Old Point Comfort bearing W.N.W., steer up S.W. by W., but go no nearer to Hampton Bar on the North side than 10 fathoms, it being steep, until you pass Sewell's Point, when Old Point Comfort bearing N.E. you fall into 7, 8 and 9 fathoms good anchoring.

"As the setting of the tide varies much at different stages thereof, attention should be paid as well to the bearing of the Light as the

soundings when running up from the Cape to Willoughby's least you cross the Channel and run on a lump of the Horse-Shoe called the Thimble, which has only eight feet water on it, and is also steep—say seven fathoms. This lump lies a little below Willoughby's Point, on the opposite side. [The "Thimble" is now (1877) designated by a lighthouse, with a revolving red light]. To avoid the Thimble is the reason why it is necessary to take the soundings, as the South side of the Channel is in general sticky bottom, and on the Shoe it is hard sand. From Hampton Roads to this place the Channel is too intricate for strangers to approach without a pilot.

"The greatest depth of water that can be easily carried to Norfolk is 21 feet; but if a ship should touch the mud, it being so very soft she will not be subject to injury, and no sea runs where the shoal water lies. A ship approaching from the Southward is to keep in seven fathoms water and no nearer, her course varying between N. ½E. and ½W., which will bring her up with the Cape, when falling into 8 or 9 fathoms water, sticky ground, will show her to be in the Channel-way."

The following table of distances from Norfolk to points on the Chesapeake Bay and Potomac River is nearly if not quite accurate:

To	miles.
Craney Island	5
Old Point Comfort	16
Back River Light	39
York Spit Light	41
Wolf Trap	56
Rappahannock	84
Smith's Point Lightship	92
Point Lookout Light	106
St. Mary's River	121
Piney Point	124
Blackstone Island Light	134
Great Wicomico Bay	143
Monroe's Creek	150
Rosier's Creek	152
Lower Cedar Light	154
Persimmon Point	157
Matthias Point	161
Kedar Point Light	164
Maryland Point	173
Acquia Creek	179
Smith's Point	181
Liverpool Point	183
Sandy Point	185
Quantico Creek	187
Glymont	198
Mount Vernon	206
Fort Washington	209
Broad Creek	212
Rozier's Bluff	213
Alexandria	215
Washington City	220

From	Miles.
Hampton Roads to New York, via ocean	293
Hampton Roads to New York, via inland route	343
Hampton Roads to Philadelphia, via ocean and Delaware Bay	300
Hampton Roads to Philadelphia, via inland route	223
Hampton Roads to Baltimore, via Chesapeake Bay	200

Seventy miles of the length of Chesapeake bay, where its width is from 14 to 30 miles, lies wholly within the territory of Virginia; it is not subject to violent storms, there are commodious harbors all along its shores, its waters are deep and generally free from obstructions. A vessel bound up it, when once fairly within the "Virginia Capes," and following the "sailing directions," runs on an air line of N. $\frac{1}{4}$° E. for over fifty miles. The exit and entrance can always be easily made, and without any delay, through a deep and clear channel, into this broad-armed bay, that drains more than 50,000 square miles of country.

OUR TEMPERATURE.

ITS REMARKABLE UNIFORMITY—INTERESTING FACTS AND FIGURES—STATISTICS FROM 1856 TO 1860, AND FROM 1872 TO 1876.

The following article, published in the *Virginian* in February, 1877, will be found interesting:

"The atmosphere has its mountain ranges, peaks, tableaux, slopes, valleys and plains, as well as the solid earth. The force of gravity that causes water to run down hill also causes currents of air or winds from the mountain regions of high barometer to the valleys and plains of low barometer. The shifting conditions of the fickle air are simultaneously found at all stations of observation and transmitted by telegraph to the central station, where the ærial elevations and depressions are marked out by their defining and dividing *isobars* or lines of equal pressure, and as a consequence the gradients or slopes are evident. The wind always blows from high to low pressure areas. Local causes and the earth's rotation modify the direction of the wind, as expressed by the generalizations of Profs. Ferrel, of America, and Ballot, of Holland.

The general direction of winds in the northern hemisphere is the reverse of that in the southern, for the same reason that a rifle ball fired in the direction of meridian lines tends toward the *right*, North, and towards the *left*, South of the equator. There is a remarkable uniformity in the winds, rains and temperature of any given place when one series of consecutive years is compared with another.

As an illustration we append results of observations carefully taken at the Collegiate Institute in Portsmouth, Va., for the Smithsonian Institution during the years 1856, 1857, 1858, 1859 and 1860, and the results of the Signal Bureau observations in Norfolk, Va., for the five years—1872, 1873, 1874, 1875 and 1876. From the well known accuracy of the instruments, skill in placing them, and the fidelity and intelligence of the trained observers, the signal results may be depended on.

It appears that during the five years of Professor N. B. Webster's observations in Portsmouth the total rainfall was 260.92 inches, the annual average being 52.18 inches. The rainfall in Norfolk during the five years of Signal Service observations was 261.36 inches, or an annual average of 52.27 inches, the difference being only nine-hundredths of an inch. In both cases the snow was estimated at its equivalent of water and included. The uniformity of average temperature during the five years from 1856 to 1860 inclusive, and from 1872 to 1876, at Portsmouth and Norfolk is most interesting.

In Portsmouth the average for five years was 58.61 degrees. In Norfolk for five years, beginning sixteen years later, it was 58.26 degrees. About one-half the difference of .35 of a degree is accounted for by a difference of one minute and a half nearly in the latitude of the points of observation. The coincidence indicates the great care with which the more than 10,000 observations were made.

The mean temperature at Old Point Comfort for thirty years from 1825 to 1854, as reported by the Post Surgeon, was 59.9 degrees. Probably local causes influenced the mercury, for there could hardly be 1.64 difference between the mean temperature at Old Point and at Norfolk. The great care taken in fairly locating the most accurate instruments, and in observing and recording results, renders the Signal Officer's reports worthy of full confidence.

The hottest month in the year is July. The hottest month recorded in Norfolk or Portsmouth was July, 1876, the mean temperature being 82.01 degrees, and the coldest month was January, 1857, the mean temperature being 27.13 degrees. The coldest day was the 23d January, 1857, which started at 5 degrees below zero at 7 A. M., and averaged 6.33 degrees above zero all day. On that day the Elizabeth river, which for some days had been frozen over, was so solid that more than 3,000 people crossed and recrossed on the ice. For more than a week Norfolk was supplied with wood hauled over the river, her railroad not being completed. Professor Webster, with his surveying class, made several measurements with the chain on the ice between prominent points on opposite sides of the river. On the 8th of February, 1835, when the river was frozen over, the extreme cold was four degrees above zero.

The observations kept at Fort Monroe by order of the Medical Department of the Army for nineteen years, from 1836 to 1854, give an annual average of rainfall of 45.18 inches. The extremes were 74.16 inches in 1840, and only 19.32 inches in 1854. As this latter result is less than half that obtained in Portsmouth, there must be some error in the report. So evident is this error that a note in Blodgett's Climatology of the United States says it is not to be relied on. According to the Surgeon's report the month of least rain in nineteen years was October, 1854, when half an inch fell, and the greatest precipitation was over eighteen inches in July, 1840. By a diary kept in Portsmouth, Va., it appears that it rained every day more or less during forty days of the Spring of 1842. Over ten inches of rain fell in Portsmouth in June, 1856, and in Norfolk in August, 1875.

In July, 1858, there were in Portsmouth, Va., seventeen rainy days, generally showery, and in one shower on the 22d over three inches of water fell in about two hours. The total rain of the month exceeded 17 inches. In October, 1874, only a twenty-fifth of an inch of rain fell in Norfolk. There were 23 rainy days in Norfolk in August, 1875.

The meteorological conditions of a city are so important in a sanitary aspect that we publish the following summaries of records made in our cities by the sea. Persons who will compare these notes with the published tables of other cities and towns will find that among those having an average temperature within one degree of that of Norfolk, are Nashville, Tenn., Huntsville, Ala., Sacramento, Cal., Marseilles, France, Madrid, Spain, Lisbon, Portugal, Florence, Italy, Constantinople, Turkey, and Trebizond, on the Black Sea.

Rainfall and Temperature in Portsmouth, Va., by Professor N. B. Webster, and in Norfolk, Va., by United States Signal Officers:

Year.	PORTSMOUTH.	Temp.	Rain.
1856		59.38	55.08
1857		57.35	54.41
1858		59.26	44.45
1859		58.42	53.59
1860		58.67	53.39
Summary		293.08	260.92
Average		58.61.	52.18
Year.	NORFOLK.	Temp.	Rain.
1872		57.30	56.93
1873		58.19	55.77
1874		57.90	50.16
1875		57.60	50.97
1876		60.30	47.53
Summary		291.29	261.36
Average		58.26	52.67

The healthfulness of Norfolk will compare favorably with that of any other city. The mortality for 1875, as taken from the published report of the Norfolk Board of Health, was only 20 deaths to 1,000 population, in the aggregate. Of this mortality the proportion was, for the whites, only 16 to 1,000, and for the blacks it was 25 to 1,000. For the last five years the mortality has been between 25 to 26 to 1,000. In New York the deaths average over 29 to 1,000 annually; in Berlin over 29 to 1,000; in Vienna over 31 to 1,000; in Philadelphia for five years the average has been 23¼ to 1,000. The search has been in vain to find a city with a death rate for the white population as low as 16 to 1,000.

OYSTERS.

THE PACKING BUSINESS OF NORFOLK—THE GROWTH OF THE TRADE—OYSTER PLANTING AND CATCHING—THE ENEMIES OF THE POPULAR BIVALVE.

In our general review of the business affairs of Norfolk we cannot treat of a subject which is more rapidly becoming important to our trade than the oyster business. It is a fact well known and acknowledged that Norfolk oysters (so called on account of the shipments from this point) are the best and most popular of all that are caught in the world; and in all parts of the country where they are received they command higher prices than those of any other section, and of this growing branch of our trade we propose to give a brief account, which embraces important facts and figures, and which will be read with interest by persons unacquainted with the oyster's importance in the land, as well as by those who are engaged in this particular line of business here and elsewhere.

The waters of Virginia furnish vast supplies to the oyster packing houses of Norfolk, and many very large firms, employing immense capital, are now engaged in the packing business. In Baltimore, the opened oysters, packed in tin cans and shipped to various parts of the country, greatly exceed the amount shipped in the same way from our city; but those shipped by our packers are better flavored, fatter and command higher prices. And then in addition to those shipped from here in cans, a large business is done in the barrel packing line. The oyster sellers in the cities of Boston, New York, Philadelphia, Baltimore, Providence, Pittsburgh, Harrisburg, Newark, Brooklyn and other cities having direct communication with this city, send us large orders for oysters in the shell, which are selected and shipped in barrels, to suit the trade of those cities. Opened oysters, packed in pork barrels, are also shipped to extensive dealers in the places above named.

Oyster cans are made to hold quarts and half-gallons—quart cans being mostly used, packed four dozen in a wooden case. The bulk of the Norfolk canning business is done with the cities of Boston, Providence, New York, New Orleans, Mobile, Memphis, Little Rock, Nashville, Chattanooga, Knoxville, St. Louis, Chicago and Cincinnati, but some shipments are also made to Liverpool, London, and other foreign places. A shipment of the bivalves in the shell was made to San Francisco, California, in December, 1876, by one of our large firms. It consisted of 1,800 barrels, the freight on the same being $16,000. This lot brought the shippers the nice little sum of $25,000. Being contiguous to the finest and most prolific oyster beds in the country, and having superior facilities for direct shipments, Norfolk possesses many advantages over other markets in this particular line of business, and the rapid growth of her shipments is abundant evidence that these facts are appreciated.

It would be a difficult task for us to give just now the entire number of persons engaged in the packing business of Norfolk; but there are nine large firms in operation here, who employ nearly if not quite 600 openers, or "shuckers," as they are familiarly called. Ten years ago there were only *two*, of any importance. At the close of the late war, the estimated quantity of oysters packed here for shipment, was just about one hundred thousand bushels; a safe and reasonable estimate now fixes the quantity at between five hundred thousand and six hundred thousand bushels, and if the business continues to improve as it has during the past two years, this quantity will be more than doubled before 1885. The number of schooners, sloops and other vessels engaged in the oyster trade of Norfolk is estimated (carefully) at 545. Schooners carrying from 1,500 to 2,500 bushels, and sloops from 200 to 800 bushels each. Thousands of men are engaged in the "catching business," and although their work is hard it is profitable. They only pay to the State fifty cents tax upon $100 worth of oysters caught, and give in their own figures, generally.

A majority of the oystermen in our section catch with tongs, because there are so many shallow streams near us containing rich beds, in which these instruments can be used. But those who are largely engaged in the catching business use dredges with which they make large hauls in deep water. The "best oysters in the world" are caught in the Lynnhaven river, a few miles from Norfolk. They are common called "Lynnhaven Bay" oysters, but this is a misnomer; there are no oysters in Lynnhaven bay—they are taken from the river of that name. The next best, in the estimation of people who are judges, are the Horn Harbor, York River, Sleepy Hole and Back Creek oysters, each kind having its special champions. The packers are mostly supplied with those from Chesapeake bay and Hampton Roads; the Elizabeth, York, Nan-

semond, Pocosin, Chuckatuck, Weir, East, Lynnhaven, Piankitank and Rappahannock rivers, and Mason's, Tanner's and Back creeks. There is an immense natural growth of oysters extending from Pool's island to Cape Henry, (at the mouth of the Atlantic) which may be considered inexhaustible, but they are not of a very superior quality.

Planting grounds range from one acre upward in size, and are bought and sold as any other real estate. A good ground consists of three requisites for the successful growth of the spawn planted, viz: shallow water, so that they may be easily taken, a free tide to afford sustenance, and a firm bottom to prevent smothering. If oysters are planted in still water they may live, but will never grow fat. Four hundred bushels are generally planted to an acre, by being shoveled from boats. Any man has the privilege of "staking out" and planting upon ground not already occupied; the Chesapeake Bay and its Virginia tributaries afford splendid chances for energy and enterprise in this line. There are thousands of persons in Tidewater Virginia who could better their pecuniary condition by engaging in the oyster-planting and catching business. Some men have small beds of not more than half an acre, from which they make a comfortable living for themselves, wives and numerous little oyster eaters. Of course they catch other fish in the Spring and Summer seasons.

In addition to the nine large packing firms mentioned, there are many other persons who carry on the business in a small way. They ship to the restaurants of Richmond, Petersburg, Lynchburg, Abingdon, Bristol, Wilmington, Raleigh and other places which can be quickly reached by rail. They also supply the bulk of the family trade in Norfolk, and with such patronage do a considerable business. Our leading restaurants are constantly buying "choice stock" from the river planters with which to supply their daily customers—some of whom are the fashionable caterers of New York, Baltimore, Philadelphia and Washington. [No city in the country can boast of better restaurants than are to be found in this city, and this is the verdict of strangers who travel all over the land]. If we should add the quantity of oysters sold by these small dealers to that already given, it would probably swell our regular trade to the enormous amount of at least *eight hundred thousand bushels.*

Oysters have their enemies as well as men. There are certain monsters of the vasty deep of the fish kind that live upon them and destroy many beds of private planting. The drum fish is one of these destroying enemies, and an old sea captain who has weathered many a storm says: "the drum is the wickedest and most audacious of all. He is a big, coarse fish, sometimes weighing as much as fifty pounds. His teeth are very large, and mash up whole oysters without the least difficulty. Drum fish travel in

schools, and frequent all the oyster grounds along the Chesapeake Bay. Fortunately, however, they do not visit one locality regularly, but come and go like an epidemic, generally appearing in the autumn months. They get their name from the noise they make, which sounds like a heavy muffled drum." Old oystermen say they can be heard sometimes beating a regular tattoo under the bottom of a vessel. After destroying an oyster bed they have been known to make an attempt to masticate the barnacles on the schooners. They are very destructive in their depredations, and have caused the loss of thousands of dollars. Another virulent antagonist of the unoffending oyster is the lively crab, who "goes for 'em" tooth and nail. He watches his opportunity, and when the object of his desire commences to feed, begins the onset by throwing sand in his mouth. While the oyster is vainly striving to escape the discomfiture caused by this novel mode of warfare, the crab seizes each half of the shell and pulls it apart as nimbly as would a dexterous "shucker."

The star fish is another oyster enemy, but is seldom found in Virginia waters. They are of a reddish color. and look somewhat like a sea spider. Their *modus operandi* is as follows: A school will settle down upon a bed, each fish getting on an oyster and surrounding it with his feelers. Then he will wait patiently until the oyster commences to feed, when he quietly reaches in with his fingers and pulls him out. He then mounts on top of another, and as patiently bides his time for a fresh pull. It is very rare that an oyster bed is found without one or two star fish in it, but a large school will frequently sail in, destroy a bed, and leave one near to it untouched. Their depredations are committed in the winter, but as stated before, they are rarely found in the Chesapeake or its tributaries. But of all the enemies an oyster has, man is the worst —Captain Henry Josephs to the contrary, notwithstanding

The sum and substance of the above article was written by this author for the *Norfolk Virginian* in January, (1877) and was endorsed as being substantially correct by persons well posted in the oyster business. We should have stated in connection with that subject that many of our oystermen deal very largely in other shell fish—clams and crabs, principally, which are caught in large quantities all around Norfolk, and shipped in all directions.

In January (1877) last we wrote for the *Virginian* the following account of our gas works, known as

THE CITY GAS LIGHT COMPANY.

This company was first incorporated by the Legislature January 11th, 1840. The charter was granted to the following well known citizens: Tazewell Taylor, Fred. W. Southgate, A. T. M. Cooke,

Thomas Newton, Richard Dickson, Cincinnatus W. Newton, and Walter H. Taylor, Sr.—Messrs. C. W. Newton and Richard Dickson being the only incorporators now alive. The gas works were originally built on Briggs' Point, at the intersection of Walke and Mariner streets, and the gas was manufactured from rosin, and was sold at $7 per thousand feet.

The city was first lighted with gas in the fall of 1849, Walter H. Taylor, Sr,, Esq., being President of the company, and Finley F. Ferguson, Esq., Secretary, at that time. The company was then known as the Sylvic Gas Light Company of South Boston, but was incorporated the following year under its present title. The sales of gas the first month, under present name, amounted to 39,500 cubic feet. Amount used at the works and lost by leakage was 18,-930 feet; this, with 12,000 feet on hand in gas metres, made 70,430 feet manufactured during the month.

During the spring of 1850 the gas company was prosecuted by sundry citizens in the neighborhood of the works, for creating a nuisance with smoke, soot, &c. This suit was in court for more than a year. The complainants failed to get a verdict, but upon threatening another suit the matter was settled by arbitration—the company purchasing the property of complainants at valuation. W. W. Sharp, Esq., was counsel for plaintiffs, and Messrs. John S. Millson and Mordecai Cook for defendants.

From the use of rosin the gas works were burned down three times—twice in 1852. The managers then decided to use coal, and in March, 1853, the works being moved to the present location, the manufacture of coal gas was first begun, and the company re-organized with Captain A. T. M. Cooke as President. Gas $4 per 1,000 feet.

The first dividend (4 per cent.) was declared in 1854. The yellow fever then came and greatly prostrated the company's finances, but they struggled on and have continued to pay annual dividends ranging from 8 to 12 per cent. up to the present time.

In 1852, when the new works were about being built, the stockholders met and Dr. Cooke offered a resolution soliciting the City Councils to take $20,000 worth of stock in the company, as it was a public as well as private enterprise. The Councils declined to invest. Failing to get subscriptions to the stock, the additional amount required had to be subscribed by those who had already invested—much to the chagrin of *some* of them. When Gen. B. F. Butler (the beast) took charge of Norfolk, he refused to allow the company to bring coal to the city because the president and directors refused to take the oath of allegiance. He then declared gas to be a military necessity, seized the works and put his friends from Lowell, Mass., in possession of them to make gas on government (!) account. In August, 1865, the works were turned over to

the company, which was reorganized under the following Board of Directors: C. W. Newton, Richard Dickson, John B. Whitehead, Samuel Hodges, Tazewell Taylor, John D. Gordan. The military price for gas ($6) was retained by the company until November 1st, 1866, when it was reduced to $5 per thousand feet, 10 per cent. off.

It then became necessary to build a new gas holder at an expense of $40,000, and the Councils were *again* asked to subscribe $20,000 or $30,000 to the stock, and they again refused.

December 1st, 1868, gas was reduced to $4.50 per thousand—fifty cents off for prompt payment. January, 1872, it was reduced to $4—10 per cent. off; and in December, 1875, the price was placed at $3.20 net, which is the present price.

The present officers of the company are: Charles S. Allmand, President; J. H. Dawson, Secretary; J. A. Thompson, Superintendent.

Directors.—C. W. Newton, John D. Gordan, John B. Whitehead, Richard Dickson, William S. Camp, F. S. Taylor.

The company now consists of sixty-four stockholders, all of Norfolk and Norfolk county, embracing lawyers, doctors, preachers, merchants, farmers, mechanics, widows and orphans. The annual dividends since 1865 have been 12 per cent.; gas manufactured during the year of 1876, 23,154,700 cubic feet, as shown by the stationed metre at the gas works; number of public lamps, 347. The city pays to the company $30 per year for each lamp, which includes the gas, lighting and cleaning. The company has had many ups and downs since its organization and has suffered from many very heavy losses; but it is now on a firm foundation and its stock is very valuable—none on the market for sale. The coal used at the works comes from the mines of Western Virginia, via Baltimore, and is the best gas coal that can be obtained. The gas made will compare favorably with any made in this country. The light from a five-foot gas-burner is equal to that obtained from seventeen sperm candles—this being the average of daily tests at the office on Bank street during the past three months by an English jet photometre.

OUR POSTOFFICE

is very systematically conducted under Postmaster H. B. Nicholls, and his popular assistant, Samuel E. Shipp, Esq. The following is the official report of the business transacted in the office during the year 1876:

Number of money orders issued	6,550
Number of money orders paid	11,500
Amount of domestic money orders issued	21,500
Amount of domestic money orders paid	213,000

Amount of foreign orders paid and issued, which included England, Scotland, Ireland, Canada and Switzerland	113,200
Number of registered letters mailed at this office	8,000
Number of registered letters received for city delivery	7,600
Number of registered letters received for other offices	3,121
Number of registered package envelopes received and used	2,150
Amount of deposit received on money order account from other post-offices	255,000
Numbers of letters, postal cards, newspapers, packages, &c., delivered by carriers	1,859,000
Number of letters, postal cards, newspapers, packages, collected by carriers	1,021,000
Number of postal cards used	500,000
Number of three cent stamps sold	1,400,000

Since the population of Norfolk was ascertained to be over twenty thousand (which was in 1873), we have had the "Letter Carriers' system," which is very convenient, when honest carriers are employed to deliver the letters.

OUR WATER WORKS.

The most judicious investment of money that the city of Norfolk ever made was the building of our City Water Works, which are located in the county of Princess Anne, about *five miles* from the city [the nearest accessible point to fresh water]. The expense of erecting these works was enormous; and as the money had to be raised by taxation, the enterprise was vigorously opposed by a large number of citizens—many of whom are *now* ashamed to acknowledge that they did oppose such a valuable institution. However, a large majority of the people voted "for the works," and the scheme to build them was successfully carried out. The machinery is of the Holly system, and works admirably. The water was *regularly* introduced into the city in 1873, and up to the 1st of January, 1874, the number of "taps" in use (connections with the main pipes for family use) was 185; January 1st, 1875, there were 535; January 1st, 1876, 771; and on the 1st of January this year (1877) there were *over one thousand families* taking the city water—955 "taps" being in use. This shows how steadily the list of water-takers has increased. It is also a well known fact that since the Water Works have been in successful operation we have had but few (if any) disastrous fires in the city—(but strange to say, the rates of fire insurance have not been reduced).

The number of persons engaged in the conduct of our Water Department is thirteen, to-wit: George K. Goodridge, W. W. Chamberlaine and William J. Baker, Water Commissioners; Charles H. Rowland, Superintendent; John R. Todd, Registrar; William Wright, Chief Engineer; William Luck, First Assistant Engineer; James Wright, Second Assistant Engineer; James F.

Parker, line man and Inspector; John Armand, Chief fireman, and two colored assistants; also, one office boy.

The number of gallons of water pumped into the city each month during 1876 is as follows:

January	15,278,889
February	14,143,494
March	15,263,446
April	14,449,602
May	16,016,730
June	17,388,862
July	19,407,182
August	18,053,874
September	17,155,752
October	16,560,646
November	15,946,756
December	19,564,678
Total for year	199,229,401

Fire-plugs are stationed all through the city, and with 90 pounds of steam pressure at the works (nearly five miles distant) a stream of water, one inch in diameter, can be forced through 300 feet of hose over any building in the city. (Our steam fire engines are seldom used now.)

OUR PAID FIRE DEPARTMENT.

The present list of officers and men of the Norfolk City Fire Department, is as follows:

Thomas Kevill, Chief Engineer; Robert W. Rhea, Assistant Engineer; Thomas Rowland, W. A. Mehegan, A. Gordon Milhado, Fire Commissioners.

Steam Engine No. 1.—Frank Wood, foreman; John S. Webber, driver; P. A. Mannix, driver; John Anderson, engineer. Extra men: W. H Rustic, William Hitchings, D. Cameron, J. Bryant, R. L. Bolt, W. H. Kinch, James Lawrence, T. L. R. Baker and W. Barret. Total amount of monthly pay roll, $325.

Steam Engine No. 2.—Wm. Britzel, foreman; Geo. G. Grant, fireman; D. Hickey, driver. Extra men: H. L. Whitehurst, J. F. Parker, Charles Davis, W. H. Wiles, C. Merton, A. Heckle, W. Triford, W. H. Allen, James Carlan. Total amount monthly pay roll, $240.

Steam Engine No. 3.—E. Vance, foreman; W. White, driver. Extra men: M. Costin, Benj. Watson, John Gillis, H. Rose, Ed. Church, George Laylor, W. H. Wood, J. Robbins, Ed. Braithwaite. Monthly pay roll, $180.

The salary of the Chief Engineer is $60 per month, and that of the Assistant Engineer, $30 per month. Foremen get $20, drivers $70, engineers $75, and extra men, $10 each per month, making

a total monthly salary account of $835—money faithfully earned. The property of the Department is as follows: Four splendid horses, three steam engines, three improved hose reels, one hook and ladder truck, 5,000 feet of serviceable hose, four sets harness, &c.

FIRES IN NORFOLK IN 1876.

The following is the list of fires in the city during last year, which required the use of the City Water Works:

January 2—Christ Church, Freemason street, 12 o'clock M.

January 6—Frame house of Miss Hayes, Washington street, 4 o'clock A.M.

January 15—Frame house, occupied by negroes, on Smith street, 11:30 A.M.

January 27—W. T. Morrisett's brick building, Woodside's lane, 6.15 A.M.

January 30—Brick store of P. Dougherty, Main street, (two alarms) at 5:40 A.M. and 8:10 A.M.

February 12—Brick store, Slade & Stevens, Commerce street, 6:50 A.M.

February 14—Brick bakery, C. T. Cabler, corner Bank and William streets, 5 A.M.

February 16—M. W. Cobb's frame building just outside city limits, 8.30 P.M.

March 6—Brick stores of Epes & Polk and J. R. Briggs, Market square, 9:50 P.M.

March 9—Frame building on Hawk street, occupied by negroes, 4:10 P.M.

March 11—Louis Bahn's frame building, on Church street, 9 P.M.

March 21—Brick building, occupied by negroes, Arcade lane, 7:45 P.M.

April 3—Steamboat, Captain Dalton, 7:45 P.M.

April 7—M. Holmes' frame building, Church street extension, 3:45 P.M.

April 10—Mrs. Jones' brick house, Mayfield, 8:10 P.M.

April 12—E. Leithardt's frame shoe-shop, midnight.

April 13—Mrs. Miller's frame house, Mosely street, 2 P.M.; and F. Underhill's frame building on Granby street, 5:10 P.M.

April 23—William Stevens' frame building on Queen street, 1:45 A.M.

May 4—John Corbitt's frame building on Bermuda street, 9:15 P.M.

May 24—St. Luke's frame hall on corner Jefferson street, 5:30 P.M.

May 26—Frame house, estate of John Leigh, 257 Main street, 2:15 A.M.

June 18—Frame building occupied by negroes, No. 18 North street, 1 A.M.

June 20—W. T. Harrison's frame house, Brown street, 1:05 A.M.

July 1—William Shields' frame building, Washington street, 2:45 A.M.

August 8—Frame building, Rudd's bakery, Church street—alarm at 1:15 P.M. and at 6:20 P.M.

August 9—Frame building, Banks, on Wilson avenue, 1:45 A.M.

August 12—Miss Rowland's frame house on Granby street, 4 P.M.

August 13—Mrs. R. T. James' brick house, No. 9 Union street, 3 A.M.

August 30—Godfrey's frame building on Nicholson street, 2 A.M.

September 3—William Stevens' brick store on Main street 5:30 A.M.

September 10—Frame building (colored Masonic Lodge) on Lodge street, 12:30 A.M.

September 26—Turner and Whitehead's frame house, Nebraska street, 12:30 P.M.

October 7—Henry James' frame building on Church street, 12:30 A.M.

October 18—James McDermitts' frame house, outside city limits, 11:30 A.M.

November 15—Frame house on Hawk street occupied by negroes, 1:20 A. M.

December—John Gamage's brick building on Elizabeth street, 3:42 A.M.

December 9—English ship at Reynold's wharf, 3:45 A.M., and W. H. Hunter's brick building in Allyn's court, 12:15 A.M.

December 17—Wood's coal office, Chamberlain's wharf, 1:45 A.M.

December 19—Robert Searl's brick stable, York street, 11:20 A.M.

Only two or three of the above mentioned buildings were destroyed—most of them being saved with but little damage. Our Fire Department is considered to be as efficient as that of any city in the Union.

OUR POLICE FORCE.

In Norfolk, as in all other seaport towns, the police have their hands always full. Drunken and disorderly sailors and strangers, from all parts of the world, are frequently arrested for violating the laws and disturbing the peace. This class of our "floating population," however, is confined to a certain part of the city, beyond which they are seldom seen, especially when drunk and disorderly. They are nevertheless a great source of trouble and annoyance to the policemen.

The following is a list of the police corps, which is regulated by the Board of Police Commissioners, consisting of Mayor John S. Tucker, Chairman *ex-officio*; General V. D. Groner, President of the Common Council, and Dr. E. C. Robinson, President of the Select Council:

OFFICERS—C. C. Benson, Chief; E. M. Gray, Assistant Chief; Joseph A. Rolland, First Sergeant; John E. Scribner, Second Sergeant.

PRIVATES—*From First Ward*—George Pumphrey, Henry Thompson, John D. Simms, John Clark, J. T. Corbell, Henry Frasier, William Blanks, William Frost, George Graham, Henry Brown. Total, 10.

From Second Ward—Frank Hatton, Joseph T. Evans, Thomas Dalton, James Farren, John Lawrence, William F. Wood, J. F. Talbot, John Lester, Peter Dixon. Total, 9.

From Third Ward—Henry Butt, George Scultatus, Luther Deer, J. R. Pettis, John Grook, Joseph A. Wright, A. J. Balsom, R. J. Barrett, Jesse T. Ewell, Thos. C. Joynes, W. J. Hozier. Total, 11.

From Fourth Ward—R. M. Alley, E. P. Anderson, Thomas T. Jones, Jacob R. Mowle, R. O. Walker, George W. Wise, Wm. E. Durfey, James T. Titmus, W. H. Crosby. Total, 9.

Grand Total—Four officers and thirty-nine privates. The pay of the Chief is $3 per day; pay of Assistant Chief is $2.75 per day; pay of Sergeants $2.50 per day; pay of privates $2 per day. The force is very efficient and systematically organized.

THE VALUE OF PROPERTY.

Below we give the value of real estate and personal property in the city (exclusive of the property owned by the corporation, and of that upon which no tax is assessed) according to the Commissioner's assessment for the past five years. We also give the rate of taxation on the same, which *includes* the special tax levied upon property owners for the water works and known as the "water tax," which, during the past five years, has ranged from 25 to 40 cents on each $100. Here is the statement:

1872—Value of real estate, $10,392,843; value of personal property, $1,606,549; total amount, $11,999,392. Total city taxation, $2.05 on each $100.

1873—Value of real estate, $10,431,586; value of personal property, $1,567,765; total amount, $11,999,351. Total city taxation, $2.25 on each $100.

1874—Value of real estate, $10,600,424; value of personal property, $1,567,765; total amount, $12,168,189. Total city taxation, $1.85 on each $100.

1875—Value of real estate, $10,751,151; value of personal property, $2,697,270; total amount, 13,448,421. Total city taxation, $1.85 on each $100.

1876—Value of real estate, $8,400,207; value of personal property, $1,728,756; total amount, $10,128,963. Total city taxation, $2 on each $100.

It will be seen that the assessment of real estate for the last year was about *two* million dollars less than each previous year named. This was caused by a new assessment which reduced the taxable valuable of property in accordance with its general depreciation throughout the country on account of the "hard times." The difference in the assessment of personal property for 1875 and 1876 was partly caused by general depreciation of value, and partly by a different mode of taxing merchants and manufacturers.

THE ORPHAN ASYLUMS OF NORFOLK.

BRIEF HISTORY OF THEIR ORGANIZATION—THOSE WHO CARE FOR THE HELPLESS LITTLE ONES.

Probably there are no institutions in the country that effect as much good as orphan asylums. They save many a helpless child from idleness, want, disgrace, shame, misery and death, and make the characters of many useful men and women. Without such asylums society would suffer, prisons and workhouses would be fuller, vice and immorality would increase, and hundreds of lives would be spent in wickedness and wretchedness! Reader, when asked to contribute your mite towards this great and good cause, pause and consider a moment before you say *no*, and think of how much good you may aid in accomplishing by a simple act of liberality. Think of it.

THE NORFOLK FEMALE ORPHAN ASYLUM.

First upon our list of the asylums in this city is the institution bearing the above title. It was organized in 1804 through the instrumentality of Bishop Francis Asbury, who will be remembered as "the pioneer Bishop of Methodism in America." It was incorporated by the Legislature in 1811. Between the period of its organization and the year 1861 it was kept up and sustained by contributions from the various Protestant churches of the city, and annual appropriations by the City Councils. In 1856 the Episcopalians, for reasons satisfactory to themselves, withdrew their support from the asylum, and organized one for their own denomination. In 1855, during the yellow fever scourge, the Howard Association established an asylum here, which was supported by said Association until 1861, when it was discontinued, and the inmates of it, 29 in

number, were turned over to the Norfolk Female Asylum to be supported there until each arrived at the age of 18 years, or was provided with a comfortable home, &c.—the Howard Association agreeing and solemnly contracting to pay to this asylum the sum of $2,500 per annum for its maintainance and support, and this money, which is paid quarterly, is all that the institution receives, except from private sources. The asylum owns its building and lot, situated corner Holt and Walke streets. The house is admirably suited to the purpose, being large and well fitted up with suitable furniture, gas and water. The children have a good play ground in the rear, and a nice flower garden on the western side of the building. The girls are taught the rudiments of the English language, and are carefully instructed in various household and domestic duties. Number of inmates at present, 28; provided with homes in 1876, 4; average number on hand during past five years, 30; total cared for since foundation, 310.

The Asylum Officers—Mrs. M. F. Mallory, first directress; Mrs. George D. Armstrong, second directress; Mrs. John Peters, Secretary; Mrs. E. A. Hallett, Treasurer; Mrs. Ogden, matron; Miss Virginia Fiveash, teacher.

Howard Association Representatives—Wm. T. Harrison, George Drummond, Wm. H. Turner and Wm. D. Reynolds, Esqs.

Financial Advisers—John Peters, Wm. H. Morris and George K. Goodridge, Esqs.

Board of Managers—Mrs. Jane Broughton, Mrs. Kader Biggs, Mrs. Fayette Jones, Mrs. Theo. Rogers, Mrs. C. E. Jenkins, Mrs. P. Hammill, Mrs. Ryland Capps, Mrs. Alpheus White, Mrs. Thomas H. Webb, Mrs. I. O. Gardner, Mrs. Greaves, Miss Lizzie Cralle, Miss Lizzie Moore.

Orphans are admitted into the asylum between the ages of one and twelve years, regardless of the creed or religious belief of their relatives or friends.

THE JACKSON ORPHAN ASYLUM.

This institution, managed by representatives of the various Episcopal churches of the city, was organized and incorporated in the year 1856. It had its origin in the mind, and was named in honor of that truly noble, heroic man of God, the Rev. Wm. M. Jackson, a former rector of St. Paul's Church, who fell a martyr to his religious duties, while ministering to the wants, spiritual and temporal, of his flock and of the community at large, during the fatal fever epidemic in 1855. The act of incorporation provides that the institution shall be under the control and direction of a president and seven managers, to be elected by the trustees and subscribers to the fund of the said corporation, in general meeting assembled, and who shall continue in office until their successors are appointed.

A committee of twelve or more ladies are elected by the managers as a board of visitors; and the immediate care of the asylum is confided to the matron appointed by the managers. The children are taught in the elementary branches of an English education, and the female inmates in such industrial arts as may be prosecuted within the asylum.

The payment of $50 or more at any one time, or of $10 annually, constitutes the subscriber a member of the asylum, and entitles him or her to participate in all annual meetings of the managers and trustees. Children will be received into this institution upon the recommendation of any two members of the Board of Visitors, (with consent of the managers) or that of either of the rectors of the Protestant Episcopal Churches of Norfolk.

The building is located on Bute street, opposite Granby street—a comfortable house, well arranged and fitted up, and which belongs to the asylum.

Present number of inmates 16
Total cared for since foundation 49
Number of deaths since foundation 1

Officers and Managers—Richard Dickson, President; Captain B. P. Loyall, Secretary and Treasurer; Dr. R. B. Tunstall, Surgeon; Mrs. Mary Smith, matron.

Board of Managers and Trustees—From Christ Church, Rev. O. S. Barten, Richard Dickson and R. L. Page, Esqs. From St. Paul's Church, Rev. N. A. Okeson, R. H. Baker, and Wm. Lamb, Esqs. From St. Luke's Church, Rev. John B. Newton, and Walter H. Taylor, Esq.

Board of Visitors—Mrs. James Cornick, Mrs. Marshall Parks, Miss Martha Rowland, Mrs. E. Rose, Mrs. Robert E. Taylor, Mrs. S. W. Sheffield, Mrs. J. S. Millson, Mrs. V. D. Groner, Mrs. Kate McClean, Mrs. Charles Drummond, Mrs. John Goode, Mrs. M. W. Jarvis, Miss Carrie Tunstall, Mrs. C. W. Grandy.

Committees selected from the above list of visitors keep strict watch over the condition and welfare of the children, with the assistance of the matron. The institution is well sustained by the Episcopalians of the city, and they deserve great credit for the good they are doing in this great cause.

ST. MARY'S ORPHAN ASYLUM

is located on the southwest corner of Mariner and Chapel streets, with a front of one hundred and twenty-eight feet and running back seven hundred feet. This property, formerly owned by the late J. Marsden Smith, was purchased by the Sisters of Charity during the war in 1864, with funds raised at a fair which was held for that purpose. It is now the home of the orphans—the house on Fenchurch street, formerly their dwelling, being used exclusively as a select school, under charge of the sisters.

The St. Mary's Asylum was established in the year 1837, through the munificence, chiefly, of Mrs. Ann Herron, and of Mr. Thomas Moran. At a later period, 1845, Miss Ann P. B. Herron, niece of Mrs. Herron, became its principal benefactor. Since that time the asylum has been supported solely by the revenue derived from St. Mary's Select School, and the annual private contributions of a few kind-hearted and benevolent subscribers. It is managed and controlled by the Sisters of Charity, six in number. During the past four decades of years this institution has received and reared hundreds of helpless little ones belonging to our city. Of the orphans made by the yellow fever alone in 1855, it received and educated from fifteen to twenty. During the past five years the average number of orphans has been thirty-five. Eight were placed out, and twelve received into the asylum during the year 1876. At present the number of orphans in the institution is thirty. Sister Mary Alice, the Sister Superior in charge, has faithfully devoted herself to the care of these orphans, and has, as the principal directress of the institution, ably and successfully managed it.

We know of no cause that is more worthy of support than that of caring for the orphans. It commends itself to every thinking man and woman in the land, particularly to those who are the followers of Him who said: "Suffer little children to come unto me, and forbid them not: for of such is the Kingdom of Heaven."

ST. VINCENT DE PAUL HOSPITAL.

AN IMPORTANT AND USEFUL INSTITUTION.

This hospital is located on Wood street, extending from Church, nearly to Chapel street. The lot occupies about two acres of ground, beautifully laid off. This property was formerly the residence of Mr. Walter Herron, a native of Ireland, who bequeathed the property to his niece and adopted daughter, Miss Ann Herron Behan, known as Ann Herron.

Miss Herron died in 1855, and left her entire estates to her brother, James Herron Behan, who came to Norfolk from Ireland in 1829, and lived here with his uncle until 1861, when he went to England, on account of the war. Previous to his departure for Europe he made his will (one of the most remarkable documents ever recorded in this State) and appointed Archbishop Hughes, of New York, and Right Rev. Bishop McGill, of Richmond, as the executors of the same. In that will this property was left to the St. Vincent de Paul Hospital, which was then in existence as a charity home. The will was dated April 10th, 1860, and Mr. Behan died in Liverpool April 22d, 1864. After the war the will

was admitted to record in our clerk's office, and the hospital trustees received the title to the property, which they now hold.

This excellent institution is managed by the Sisters of Charity, usually about fifteen in number, under the direct control of

SISTER ISADORE,

the Sister Superior in charge, who devotes the best energy of her nature and the rare talents which God has given her, to the good cause for which the hospital was instituted. The building contains twenty first-class private rooms, three large wards for white males, and one for females. A separate house in the rear of the main building is comfortably fitted up for the reception of colored patients and contains four wards.

Private patients are furnished with rooms at prices ranging from $10 to $20 per week, which includes all medicines, special nourishments, &c. Dr. Thomas B. Ward is the physician in charge, but private patients can employ any physician they may desire. The number of patients in the hospital January 1st, 1876, to-wit: Private patients, 14; ward patients, 51; charity patients, 23; total, 88. Admitted during 1876: Private patients, 161; ward patients, 413; charity, 72; total, 646. Number treated during 1876, 734. Died during the year, 23; discharged during the year, 635; total, 658. In hospital January 1st, 1877, 76.

Since 1866, the Sisters have added a beautful wing and a Mansard roof to the orginal building, and have so improved the entire premises as to make it one of the handsomest places of the kind in the State. It is acknowledged to be a very useful and important institution, and is liberally supported by the patronage of the community at large.

MARRIAGES IN 1876.

The following is a list of the number of marriage licenses issued from the Clerk's office in this city during the year 1876. Persons interested in matrimony can see in what month the most marrying was done and can govern themselves accordingly:

	White.	Colored.	Total.
January	9	5	14
February	17	5	22
March	7	4	11
April	11	11	22
May	9	5	14
June	9	7	16
July	8	5	13
August	6	5	11

September	5	5	10
October	8	6	14
November	9	9	18
December	15	12	27
Totals	113	79	192

The youngest bride's age, 15 years; oldest, 66 years; youngest groom's age, 17 years; oldest, 74 years.

[The above is not important, but we insert it to give variety to the contents of this volume. It will be interesting an hundred years hence].

THE MAYORS OF NORFOLK.

THEIR NAMES, TIME OF ELECTION AND TERMS OF SERVICE.

It may prove interesting to preserve the following list of the Mayors of Norfolk, from the date of the original charter of the Borough to the present time—1877:

First Mayor was Samuel Boush, appointed by the charter of the Borough under date of September 15th, 1736, in the tenth year of the reign of King George II. Mayor Boush died in less than two months after his appointment to the office.

Second Mayor was Geo. Newton, elected by the Council November 18th, 1736, and served seven months.

Third Mayor was John Hutchings, Esq., elected by the Council June 24th, 1737, and served one year.

Fourth Mayor was Robert Tucker, elected June 24th, 1738, and served one year.

Fifth Mayor was John Taylor, elected June 25th, 1739, and served one year.

Sixth Mayor was Samuel Smith, elected June 24th, 1740, and served one year.

Seventh Mayor was Josiah Smith, elected June 21st, 1741, and served one year.

Eighth Mayor was Geo. Newton (second term), elected June 24th, 1742, and served one year.

Ninth Mayor was John Hutchings (second term), elected June 24th, 1743, and served one year.

Tenth Mayor was John Taylor (second term), elected June 25th, 1744, and served about five months.

Eleventh Mayor was John Phripp, elected November 14th, 1744, and served nineteen months.

Twelfth Mayor was Edward Pugh, elected June 24th, 1746, and served one year.

Thirteenth Mayor was Thomas Newton, elected June 24th, 1747, and served one year.

Fourteenth Mayor was John Tucker, elected June 24th, 1748, and served one year.

Fifteenth Mayor was Robert Tucker (second term), elected June, 1749, and served one year.

Sixteenth Mayor was Durham Hall, elected June, 1750, and served seven months.

Seventeenth Mayor was Wilson Newton, elected January, 1751, and served seventeen months.

Eighteenth Mayor was Christopher Perkins, elected June, 1752, and served nine months.

Nineteenth Mayor was Josiah Smith (second term), elected March, 1753, and served fifteen months.

Twentieth Mayor was George Abyvon, elected June 24th, 1754, and served eight months.

Twenty-first Mayor was John Hutchings (third term), elected February, 1755, and served four months.

Twenty-second Mayor was Richard Kelsick, elected June, 1755, and served one year.

Twenty–third Mayor was Josiah Smith (third term), elected June, 1756, and served one year.

Twenty-fourth Mayor was John Phripp (second term), elected June, 1757, and served one year.

Twenty-fifth Mayor was John Tucker (second term), elected June, 1758, and served one year.

Twenty-sixth Mayor was Robert Tucker (third term), elected June, 1759, and served one year.

Twenty-seventh Mayor was Wilson Newton (second term) elected June, 1760, and served one year.

Twenty-eighth Mayor was Christopher Perkins (second term), elected June, 1761, and served one year.

Twenty-ninth Mayor was Paul Loyall, elected June, 1762; served one year.

Thirtieth Mayor was Archibald Campbell, elected June, 1763; served one year.

Thirty-first Mayor was Lewis Hansford, elected June, 1764; served one year.

Thirty-second Mayor was Maximillian Calvert, elected June, 1765; served one year.

Thirty-third Mayor was James Taylor, elected June, 1766; served one year.

Thirty-fourth Mayor was Geo. Abyvon, (second term), elected June, 1767; served one year.

Thirty-fifth Mayor was Cornelius Calvert, elected June, 1768; served one year.

Thirty-sixth Mayor was Maximillian Calvert, (second term), elected June, 1769; served one year.

Thirty-seventh Mayor was Charles Thomas, elected June, 1770; served one year.

Thirty-eighth Mayor was Geo. Abyvon, (third term),elected June, 1771; served one year.

Thirty-ninth Mayor was Paul Loyall, (second term), elected June, 1772; served one year.

Fortieth Mayor was Charles Thomas, (second term), elected June, 1773; served one year.

Forty-first Mayor was George Abyvon (fourth term), elected June, 1774; served one year.

Forty-second Mayor was Paul Loyall (third term), elected June, 1775. The records do not show how long Mayor Loyall served; they show, however, that the

Forty-third Mayor was James Taylor (second term), whose term expired June, 1778.

Forty-fourth Mayor was Cornelius Calvert (second term) elected June, 1778; served one year.

Forty-fifth Mayor was George Abyvon (fifth term), elected June, 1779; served one year.

Forty-sixth Mayor was Thomas Newton, Jr., elected June, 1780. On account of invasion he served seventeen months.

Forty-seventh Mayor was Paul Loyall (fourth term), elected November, 1781; served seven months.

Forty-eighth Mayor was James Taylor (third term), elected June, 1782; served one year.

Forth-ninth Mayor was George Kelly, elected June, 1783; served one year.

Fiftieth Mayor was Robert Taylor, elected June, 1784; served one year.

Fifty-first Mayor was Cary H. Hansford (the first Mayor that had a middle name), elected June, 1785; served one year.

Fifty-second Mayor was Thomas Newton Jr. (second term), elected June, 1786; served one year.

Fifty-third Mayor was Benjamin Pollard, elected June, 1787; served one year.

Fifty-fourth Mayor was George Kelly (second term), elected June 1788. Served one year, and was the last Mayor that presided over the Common Council. On the 9th of August, 1788, the Common Council was presided over for the first time by its first President, Richard E. Lee, Esq. A court of aldermen was then established and the Mayor presided over it, and was thereafter elected by the aldermen.

Fifty-fifth Mayor was Robert Taylor (second term), elected June, 1789; served one year.

Fifty-sixth Mayor was James Taylor (fourth term), elected June, 1790; served one year.

Fifty-seventh Mayor was John Boush, elected June, 1791; served four months.

Fifty-eighth Mayor was Cary H. Hansford (second term), elected October, 1791; served eight months.

Fifty-ninth Mayor was Thomas Newton, Jr., (third term), elected June, 1792; served ten months.

Sixtieth Mayor was Robert Taylor (third term), elected April, 1793; served one year.

Sixty-first Mayor was Thomas Newton, Jr., (fourth term), elected April, 1794; served two months.

Sixty-second Mayor was James Ramsay, elected June, 1794; served one year.

Sixty-third Mayor was Seth Foster, elected June, 1795; served one year.

Sixty-fourth Mayor was Samuel Moseley, elected June, 1796; served one year.

Sixty-fifth Mayor was Geo. Loyall, elected June, 1797; served one year.

Sixty-sixth Mayor was Baylor Hill, elected June, 1798; served one year.

Sixty-seventh Mayor was John K. Read, elected June, 1799; served one year.

Sixty-eighth Mayor was Seth Foster (second term), elected June, 1800; served eleven months.

Sixty-ninth Mayor was John Cowper, elected May, 1801; served thirteen months.

Seventieth Mayor was Wm. Vaughan, elected June, 1802; served one year.

Seventy-first Mayor was Thomas H. Parker, elected June, 1803; served one year.

Seventy-second Mayor was Miles King, elected June, 1804; served one year.

Seventy-third Mayor was Luke Wheeler, elected June, 1805; served one year.

Seventy-fourth Mayor was Thos. H. Parker, (second term), elected June, 1806; served one year.

Seventy-fifth Mayor was Richard E. Lee, elected June, 1807; served one year.

Seventy-sixth Mayor was John E. Holt, elected June, 1808; served one year.

Seventh-seventh Mayor was Miles King (second term), elected June, 1809; served one year.

Seventy-eighth Mayor was Wm. B. Lamb, elected June, 1810; served one year.

Seventy-ninth Mayor was Miles King, Jr., elected June, 1811; served one year.

Eightieth Mayor was Wm. B. Lamb (second term), elected June, 1812; served one year.

Eighty-first Mayor was Miles King, Jr., (second term), elected June, 1813; served eleven months and then died.

Eighty-second Mayor was Wm. B. Lamb (third term), elected June, 1814; served one year.

Eighty-third Mayor was John E. Holt (second term), elected June, 1815; served one year.

Eighty-fourth Mayor was Wm. B. Lamb (fourth term), elected June, 1816; served eight months.

Eighty-fifth Mayor was John E. Holt (third term), elected February, 1817; served four months, less one day, and resigned.

Eighty-sixth Mayor was James Taylor, elected 23d day of June, 1817, served one day and resigned. (The resignation of Mayor Holt one day before his term expired, made him eligible to the office for the succeeding term.)

Eighty–seventh Mayor was John E. Holt (fourth term), elected June 24th (regular election day), 1817; served one year less one day.

Eighty-eighth Mayor was John Tabb, elected June 23d, 1818; served one day.

Eighty-ninth Mayor was John E. Holt (fifth term), elected June 24th, 1818; served one year less one day.

Ninetieth Mayor was Wright Southgate, elected June 23d, 1819, and served one day.

Ninety-first Mayor was John E. Holt (sixth term), elected June 24th, 1819; served one year.

Ninety-second Mayor was Wright Southgate (second term), elected June, 1820; served two days and resigned.

Ninety-third Mayor was John E. Holt (seventh term), elected June 26th, 1820; served one year.

Ninety-fourth Mayor was George W. Camp, elected June, 1821; served three days and resigned.

Ninety-fifth Mayor was John E. Holt (eighth term), elected June 27th, 1821; served one year.

Ninety-sixth Mayor was John Tabb (second term), elected June, 1822; served four days.

Ninety-seventh Mayor was John E. Holt (ninth term), elected June 1822; served one year.

Ninety-eighth Mayor was Wm. B. Lamb (fifth term), elected June, 1823; served a few days and resigned.

Ninety-ninth Mayor was John E. Holt, (tenth term), elected June, 1823; served one year.

One hundredth Mayor was Wm. A. Armistead, elected June, 1824; served a few days and resigned.

One hundred and first Mayor was John E. Holt, (eleventh term), elected June, 1824; served one year.

One hundred and second Mayor was John Tabb (third term), elected June, 1825; served three days and resigned.

One hundred and third Mayor was John E. Holt (twelfth term), elected June, 1825; served one year.

One hundred and fourth Mayor was Isaac Talbot, elected June, 1826; served five days.

One hundred and fifth Mayor was John E. Holt (thirteenth term), elected June, 1826; served one year.

One hundred and sixth Mayor was Daniel C. Barraud, elected June, 1827; served three days.

One hundred and seventh Mayor was John E. Holt (fourteenth term), elected June, 1827; served one year.

One hundred and eighth Mayor was George T. Kennon, elected June, 1828; served four days.

One hundred and ninth Mayor was John E. Holt, (fifteenth term), elected June, 1828; served one year.

One hundred and tenth Mayor was Thomas Williamson, elected June, 1829; served two days.

One hundred and eleventh Mayor was John E. Holt (sixteenth term), elected June, 1829; served one year.

One hundred and twelfth Mayor was Giles B. Cook, elected June, 1830; served ten days.

One hundred and thirteenth Mayor was John E. Holt (seventeenth term), elected July, 1830; served eleven months.

One hundred and fourteenth Mayor was Wright Southgate (third term), elected June, 1831; served ten days.

One hundred fifteenth Mayor was John E. Holt (eighteenth term) elected July, 1831: served eleven months.

One hundred and sixteenth Mayor was also John E. Holt (nineteenth term). No record of any intervening election. He died in office October 12th, 1832.

One hundred and seventeenth Mayor was Miles King (third term), elected October, 1832; served till June, 1843 (charter amended), at which time he was defeated before the people

One hundred and eighteenth Mayor was W. D. Delaney, elected June, 1843; served till June, 1851.

One hundred and nineteenth Mayor was Simon S. Stubbs, elected June, 1851; served two years.

One hundred and twentieth Mayor was Hunter Woodis, elected June, 1853; served one year.

One hundred and twenty-first Mayor was Simon S. Stubbs (second term), elected June, 1854; served one year.

One hundred and twenty-second Mayor was Hunter Woodis (second term), elected June, 1855, and died in office in the fall of same year, a victim of the yellow fever.

One hundred and twenty-third Mayor was Ezra T. Summers, who was elected and qualified November 26th, 1855, and served seven months.

One hundred and twenty-fourth Mayor was Finley F. Ferguson, elected June, 1856; served two years.

One hundred and twenty-fifth Mayor was Wm. W. Lamb, elected June, 1858, also in 1860 and 1862, and was serving as Mayor when the United States military authorities entered Norfolk in 1863. He surrendered the city to Gen. Wool, United States Military Commander; was afterwards removed by the military; was imprisoned in Fort Monroe, and subsequently released and sent back home.

One hundred and twenty-sixth Mayor was Wm. H. Brooks, who served from June, 1863, to a period in 1864, but there is no record of the date when he was superceded.

One hundred and twenty-seventh Mayor was James L. Belote, who appears on the records as Mayor in 1864, but there is nothing to show how or when he became Mayor or how long he served as such. It is supposed that he was appointed by the military authorities, who then had charge of the city affairs.

One hundred and twenty-eighth Mayor was Thomas C. Tabb, elected June, 1865; was appointed judge and resigned the mayoralty May 8th, 1866.

One hundred and twenty-ninth Mayor was Wm. W. Lamb (fourth term), elected by the Councils in May, 1866, and served out Mayor Tabb's unexpired term.

One hundred and thirtieth Mayor was John R. Ludlow, elected June, 1866, and served until March, 1868, when he was removed by the military authorities.

One hundred and thirty-first Mayor was Francis DeCordy, appointed by the United States military in 1868, vice John R. Ludlow, removed, and served until the "Walker Council" was appointed. He was then elected by the said Council to fill out the unexpired term to July 1st, 1870.

One hundred and thirty-second Mayor was John B. Whitehead, who served from July, 1870, to July, 1872.

One hundred and thirty-third Mayor was John R. Ludlow, who served from July, 1872, to July, 1874.

One hundred and thirty-fourth Mayor was John B. Whitehead, who served from July, 1874, to July, 1876.

The one hundred and thirty-fifth Mayor, John S. Tucker, Esq., is our present efficient chief magistrate, who succeeded to the office, July 1st, 1876, having been elected by the people in May, 1876 to serve for two years.

MASONRY.

THE MASONIC LODGES OF NORFOLK—A BRIEF HISTORY OF THE OLDEST LODGE IN THE UNITED STATES—LIST OF PRESENT OFFICERS.

Nations pass away, empires decay, monuments of antiquity crumble into dust; the bat wings its drowsy flight in the palace of kings; the spider weaves its web in the council chamber of Senators, and the owl hoots in the august temple of the Gods. Fallen mountains sleep upon the bosom of the plains, green islands sink into the embrace of mighty waters; the comet is lost in the wilderness of worlds, and the sweet Pleiad leaves the arms of her dear sisters to wander as an outcast in the boundless blue depths of ether.

But amidst these revolutions, Masonry still survives, and as the dark ocean of oblivion sweeps along and engulfs passing events in its inky waves, this time-honored Order, standing boldly upon her watch towers with lamps trimmed and lights burning on her sacred altars, unfolds her snowy banners to the breeze and shouts amidst the gloom—"All is well! Glory to God in the highest! on earth, peace, good will to men."

> "Time writes no wrinkle on her spotless brow.
> As creation's dawn beheld her, thus she is now."

"The Masonic fraternity is an old and honored institution. Its history, so beautiful, striking, and replete with interest, takes us back through the ages of the past, almost to the "time whereof the memory of man runneth not to the contrary," and establishes for it a just claim to great antiquity. Masonry—operative and speculative—affords us many lessons of wisdom and instruction—from the time of the building of Solomon's Temple, down to the present period in its history, the members of the mystic tie have been bound together by the strong cement of brotherly love and charity. Without making any parade of its charitable deeds, it has relieved the distress and assuaged the sorrows of scores and hundreds of the needy, poor, and afflicted ones on earth. Fidelity to the true principles of Masonry, and a strict regard for and adherence to its tenets which are worthy of all commendation and praise, will guarantee to the Order not only the respect and love of all good people, but great success in its efforts for the accomplishment of good."

The Masons of Norfolk have ever been zealous and active. The zeal and energy with which they grappled with adverse circumstances in the building of the magnificent Temple which they now occupy in this city, was the admiration of their brethren throughout the country. During the raging of the fever here in 1855, they dispensed charity in a truly commendable manner, and the soup-house, which last winter appeased the hunger of hundreds of our

suffering poor people, will be remembered by the community as an honor to this ancient craft, whose charity established it.

There are in the city, at present, four Blue Lodges, one Chapter, one Commandery and one Lodge of Perfection. They all meet at the Temple, corner Freemason and Brewer streets. There is nothing of special interest connected with the history of any of them except

NORFOLK LODGE, No. 1,

which is believed to be the oldest Lodge in this country, and thus explained :

In the list of regular Lodges under the Grand Lodge of Scotland, printed in Edinburgh in 1765, is found St. John's Lodge No. 117, chartered for Norfolk, in Virginia, June 1st, 1741. The early history of Masonry in Virginia is involved in obscurity from the paucity of records and the destruction of important documents during the Colonial wars ; but it is established beyond all doubt that St. John's Lodge was first to receive its charter. Other Lodges were subsequently organized at different periods under charters derived from the Grand Lodges of England, Scotland and Ireland ; and accordingly, at the beginning of the Revolution in 1776, we find certainly not less than eight legal working Lodges. After the declaration of war by the Colonies it became necessary for their mutual benefit and protection to organize a Grand Lodge of Virginia, and accordingly, after due notice, the representatives of five of the eight Lodges met in the town of Williamsburg, May 6th, 1777. Mathew Phripp, Esq., a bright Mason and devoted patriot, was the Deputy from Norfolk, and was complimented in being elected President of the Convention. Owing to the unsettled condition of the country, the Grand Lodge was not formally instituted until the 13th of October, 1778, at which time John Blair, Master of the Williamsburg Lodge, was duly installed in that town Grand Master of Virginia. For reasons now unknown an interval of twelve years elapsed before the committee appointed to ascertain the ages and settle and regulate the rank of the respective Lodges, reported, when the palm was awarded to Norfolk. Accordingly, St. John's Lodge, No. 117, surrendered its charter to the Grand Lodge of Scotland, and received in its place one from the Grand Lodge of Virginia, under the date and title of Norfolk Lodge, No. 1, October 29, 1790, signed by Thomas Mathews, Grand Master ; John R. Read, Deputy Grand Master ; B. Ward, Grand Secretary.

" This ancient and honored charter is still in her possession, a precious heir-loom, mildewed and dusty, but fragrant with memories of the past. Although more than a century and a quarter have passed over her head, her eye has not lost its fire nor her arm its strength. Born during a stormy period, and sprung from a vigor-

ous, earnest, and virtuous Scotch stock, she has witnessed the rise and fall of Empires abroad, and survived the shock of three great wars at home. Lafayette has been the guest of this Lodge, and its seal and diplomas are respected in all foreign lands."

Present Officers—Isaac Moritz, W. M; R. W. Moreland, S. W; R. G. Turner, J. W; Geo. B. Jenkins, Secretary; Henry Jordan, Treasurer; E. J. Mann, S. D; J. E. Dunbar, J. D; C. B. Johnson, S. L. Pullen, Stewards; M. Engleberg, Tiler. Number of members, 130.

ATLANTIC LODGE NO. 2.

This Lodge was chartered December 13th, 1854, upon the application of Dr. George T. Upshur, W. M; James Y. Leigh, S. W; and Wm. A. Graves, J. W. James C. Leitch was Grand Master of the State at that time, and the lamented Dr. John Dove was Grand Secretary. Being an offspring of No. 1, its history is wrapped up in that of its "old mother."

Present Officers—W. N. Rogers, W. M; John L. Roper, S. W; Charles H. Hey, J. W; J. J. Sturdivant, Secretary; M. H. Stevens, Treasurer; Samuel W. Weaver, S. D; Fred. Greenwood, J. D; S. A. Stevens, Chaplain; Frank B. Smith, Organist; W. F. Dann, George W. Black, Stewards; James E. Wright, Tiler. Number of members, 102.

OWENS LODGE NO. 164.

This Lodge was chartered December 11th, 1867, upon the petition of Thomas F. Owens, W. M; Samuel P. Moore, S. W; and Walter H. Taylor, J. W. At that time General Wm. Terry, was Grand Master of the State, and Dr. John Dove, Grand Secretary. Although the Lodge is a young one, it is in a flourishing condition and its work is systematically and beautifully conducted. Upon its roll of members may be found the names of Ex-Governor Gilbert C. Walker, Ex-Mayor John B. Whitehead, Colonel Walter H. Taylor, Colonel L. D. Starke, Captain James Barron Hope, Hon. John Goode, Wm. R. Galt, Esq., Major Charles B. Duffield, and other well known citizens who took a deep interest in its original organization.

Present Officers—R. A. Dobie, W. M; Norman Bell, S. W; A. C. Gale, J. W; S. P. Moore, Secretary; Wm. S. Wilkinson, Treasurer; Fred. S. Taylor, S. D; Adam Tredwell, J. D; Revs. O. S. Barten and W. E. Edwards, Chaplains; James E. Wright, Tiler. Number of members, 60.

RUTH LODGE NO. 89.

This Lodge was organized and worked under a dispensation December 7th, 1869, and was chartered December 15th of the same year upon petition of James B. Blanks, W. M.; J. Albert Yancey, S. W.; and W. B. Seal, J. W. It was solemnly constituted March 19, 1870. Colonel Thomas F. Owens, was Grand Master of the

State when the charter was granted. The Lodge started with only seven members, but its Master, James B. Blanks (now of Petersburg), being one of the most active and zealous Masons in the State, worked faithfully with his brethren, and its membership soon increased to 50. It is the youngest Lodge in Norfolk, but compares favorably with any other in its workings and devotion to the tenets of the ancient Order.

Present Officers—Joseph G. Fiveash, W. M.; Samuel Veale, S. W.; H. S. Upshur, J. W.; J. A. Nicolson, Secretary; D. S. Burwell, Treasurer; Virginius Morris, S. D.; Joseph Pugh, J. D.; Frank L. Slade and J. C. Beekman, Stewards; Newton Fitz, Organist; Rev. R. M. Saunders, Chaplain; James E. Wright, Tiler. Number of members, 64.

NORFOLK UNITED ROYAL ARCH CHAPTER NO. 1

was organized and chartered March 10th, 1820, upon the petition of Richard Jeffrey, H. P.; Robert Archer, King; and Thomas L. Robertson, Scribe. At that time Samuel Francis was Grand High Priest of the State, and Thomas B. Griffin, Grand King. It is now in a prosperous condition, and numbers about 125 members.

Present Officers—George S. Oldfield, H. P.; E. E. Guy, King; A. C. Gale, Scribe; John Walters, Secretary; Henry Jordan, Treasurer; H. L. Turner, C. of H.; Walter A. Edwards, P. S.; D. Husted, R. A. C.; Babel Taylor, John O'Connor, E. Black, Veil Masters; James E. Wright, Janitor.

GRICE COMMANDERY NO. 16

was chartered December 13th, 1866, upon petition of John G. Smith, E. C.; John R. Todd, Generalissimo; and K. Cook, Captain General. E. H. Gill was the Grand Commander of the State then, and William B. Isaacs, Grand Generalissimo. This Commandery is extensively and favorably known among the Knights Templar of the country, having been well represented at all the regular meetings of the Grand Commandery of the United States held during the past ten years; it is particularly well known to the Sir Knights of New York, Philadelphia, Baltimore and New Orleans.

Present Officers.—John L. Roper, Eminent Commander; H. C. Whitehead, Generalissimo; A. C. Gale, Captain General; Fred. Greenwood, Prelate; Henry Jordan, Treasurer; W. R. Russell, Recorder; John Walters, Senior Warden; E. E. Guy, Junior Warden; R. A. Dobie, Sword Bearer; M. T. Cooke, Standard Bearer; D. Husted, Warder; James E. Wright, Captain of Guard. Number of members, 75.

M'DANIEL LODGE OF PEREFCTION NO. 3

is of the Ancient and Accepted Scottish Rite, under the jurisdiction of the Grand Consistory of the State of Virginia. It was organized September 9th, 1874, and was chartered by the Most

Puissant Grand Consistory of Sublime Prince of the Royal Secret, 33d degree of the A. and A. Rite, in and for this State. The organization of this Lodge was superintended in person by General Albert Pike, and Colonel John Robin McDaniel, who are at the head of the Grand Consistory of the World.

Present Officers.—John L. Roper, T. P. G. M.; E. E. Guy, G. S. W.; M. H. Stevens, G. J. W.; John Walters, Grand Orator; D. Husted, Grand Almoner; H. S. Upshur, Grand Secretary; Henry Jordan, Grand Treasurer; F. Greenwood, Master of Ceremonies; A. Myers, Grand Senior Expert; O. M. Etheredge, Grand Junior Expert; T. W. Henderson, G. C. of H.; John T. Redmond and J. C. Rowe, Grand Sentinels; James E. Wright, Grand Tiler. Number of members, 30

In addition to the Lodges named, our Masons have organized the following permanent associations, to–wit:

THE MASONIC CHARITABLE ASSOCIATION

is for the relief of strange brethren who may need assistance while in the city. Its officers are: George S. Oldfield, President; S. P. Moore, Secretary; D. Husted, Treasurer, and three members from each Lodge in Norfolk and Berkley.

THE MASONIC MUTUAL LIFE ASSURANCE ASSOCIATION

is conducted upon the most simple and economical plan of the ordinary life insurance business. Its officers are: John L. Roper, President; M. H. Stevens, Secretary; F. Greenwood, Treasurer, and a Board of Directors.

TRUSTEES OF THE TEMPLE.

The following gentlemen are the Trustees of the Masonic Temple, which belongs to the fraternity in Norfolk, and is entirely free from any debt or other pecuniary incumbrances: John L. Roper, President; D. Husted, Vice-President; M. H. Stevens, Secretary and Treasurer; L. D. Starke, S. V. Turner, W. H. Holmes and James Y. Leigh.

THE INDEPENDENT ORDER OF ODD FELLOWS.

CHIEF POINTS OF THE ORDER—THE LODGES AND ORGANIZATIONS IN NORFOLK.

The Odd Fellows is a charitable and benevolent Order, adapted to the circumstances and conditions of men generally. It is of ancient origin compared with many secret organizations of the present century, and commands respect in most parts of the civilized world. It is an order calculated to awaken those friendly feelings which else might slumber in the human bosom. By it, men are brought together as brethren, and rude emotions occasioned by the vicissitudes of time are calmed, and thus are softened the asperities

of life. Its members are bound together by ties too sacred to be broken except by individual vices.

It emboldens its patrons to a persevering course of virtuous conduct—disheartened and discouraged as they may be at times by the uncertainties of fortune; and the afflicted widow and fatherless child, by the solemn obligations under which every Odd Fellow acts, are not to be forgotten, although they are left desolate and alone.

"Once on a time when earth was new,
I wandered forth in Eden's bowers;
And sought for emblems of the true,
Amid it varied sweets and flowers.

Quick from among the petals rare,
Appeared an Angel, pure and fair;
She plucked two flowers—Pink and White—
And vanished suddenly from sight.

Another came to cheer the scene,
And chose two others—Blue and Green;
When she had gone a third appeared,
And the bright Cardinalis reared;
She plucked the Purple dahlia too,
And spread them all before my view.

Then all appeared, as pure as air—
Twined a bright chaplet, rich and fair,
Bound it upon the brow of youth,
And called it Friendship, Love and Truth."

We present here a brief review of the Order in this city, which will prove interesting to all who read it.

ODD FELOWS' HALL.

This building is situated on Church street, near the corner of Cove, and is built of brick. The corner-stone was formally laid by the Masonic fraternity (the Odd Fellows participating in the ceremony) July 4th, 1854, but on account of the yellow fever epidemic in 1855, the house was not completed until the fall of 1856. The first floor contains three large stores, and under the main entrance to the upper stories there is a splendid cistern which holds about 50,000 gallons of water. The second is used as the Norfolk Opera House, so well known to our lovers of amusement—the stage of which is of the following dimensions: Height from floor to grooves, 14 feet; height from floor to ceiling, 25 feet; width from groove to groove, 23 feet; width from wall to wall, 58 feet; depth from front to back, 60 feet. The seating capacity of the auditorium is as follows: Dress circle, 401 seats; parquette, 108 seats; orchestra chairs, 78 seats; galleries, 350 seats. Total, 937; besides four private boxes which will accommodate twenty-two persons. The third story is used by the Lodges, and contains three large meeting

rooms. Under the stage of the Opera House there are nine dressing rooms, one "green room," and one wardrobe room.

THE ODD FELLOWS' LIBRARY

is also located in the building, and contains 1,259 volumes of reading matter, besides various papers, pamphlets and monthly periodicals. The library is managed by an Association consisting of three trustees from each of the three subordinate Lodges, who are appointed annually. Mr. John T. Redmond, the Treasurer of the Building Association, is also the business agent of the Opera House, and attends to the renting of the same.

The following is a complete list of the different Lodges in the city, date of organization, present officers, &c. Also of the Building Association, which was duly chartered by the State Legislature previous to the erection of the hall.

WASHINGTON LODGE NO. 2.

This is the oldest Odd Fellows' Lodge in Virginia—No. 1 being in West Virginia. It was chartered by the Grand Lodge of the United States, September 3, 1833, and as soon as seven Lodges were organized in the State a subordinate Grand Lodge was formed, and Washington Lodge received its charter from this Grand Lodge of Virginia July 14, 1837. The petitioners for the first charter were John W. Wolf, John Spalding, Smith Rockwell, T. W. Hayes, William P. Dunston and John Wilson. The petitioners for the last charter were Dr. E. C. Robinson, John Odenhall, John Carson, William Diggs and Jeffries Wilkinson. John D. Graff was the M. W. Grand Master of the State at the time.

Present Officers—James L. Winston, N. G.; Theo. Stroman, V. G.; Joel C. White, Secretary; J. T. Redmond, Treasurer; John T. Griffin, Chaplain. Number of members, 94.

LAFAYETTE LODGE NO. 9

was chartered January 8, 1838, and instituted February 6th of the same year. The original petitioners for the charter were L. W. Tazewell, Jr., T. M. Martin, M. Gregory, James Watters, Griffin Barnes and William C. Nash. The by-laws were revised and adopted February 19th, 1869, and approved by the Grand Lodge on the 15th day of the following April.

Present Officers—B. F. Ward, N. G.; C. J. Colona, V. G.; William Erxleben, Secretary; E. Godwin, Treasurer; John Purnell, Chaplain. Number of members, 92.

HARMONY LODGE NO. 19

was chartered March 7th, 1840, upon the petition of John Morris, William Ashley, Walter Pearce, James L. Hathaway, R. D. Burruss, Thomas F. Constable, J. M. Freeman, William B. Thomas, John N. Hall, James Jackson and Charles Burruss. Its by-laws were revised and adopted in October, 1873.

Present Officers—Thomas W. Godfrey, N. G.; Frank L. Slade,

V. G.; James E. McCoy, Recording Secretary; Thomas C. Gale, Financial Secretary; R. W. Mooreland, Treasurer; Wm. S. Copes, Chaplain. Number of members, 170.

JERUSALEM ENCAMPMENT, NO. 4,

was chartered in October, 1837, upon the petition of Jacob Hull, E. C. Robinson, Elias Guy, Thomas M. Martin and James L. Belote, by the Grand Lodge of the United States, and was adopted by the Grand Lodge of Virginia, in 1842.

Present Officers—Francis DeCordy, C. P.; George E. Bowden, H. P.; F. L. Slade, S. W.; John T. Redmond, Scribe; George Groner, Treasurer; George S. Oldfield, J. W. Number of members, 78.

Of the above Lodges, Washington Lodge, No. 2, was the only one which kept up its regular meetings during the entire period of the war. As soon as the war ended, the other Lodges resumed work and have been in successful operation ever since.

THE ODD FELLOWS' BUILDING ASSOCIATION

is composed of a President and eight Directors, who are charged with the management and control of the Odd Fellows' Hall. The present officers are: Wm. H. Turner, President; A. L. Hill, Secretary; J. T. Redmond, Treasurer; Joel C. White, C. Borum, Wm. Erxleben, A. Jakeman, L. T. Blick, and G. T. Williams. The election of these officers occurs annually.

THE HEPTASOPHS

OR SEVEN WISE MEN—A BRIEF HISTORY OF THE ORIGIN AND OBJECTS OF THE ORDER.

This Secret Order is one of the most flourishing in our city, considering the fact that it is new in this country. The first Conclave or Lodge in the United States was organized in New Orleans, in April, 1852, and as soon as three Conclaves were formed, they organized a Grand Conclave for the State of Louisiana, from which sprung all the Lodges now in existence in the Union. In 1856 the Grand Conclaves of the various States formed what is now known as the Supreme Conclave of the World, and to that body was given jurisdiction over all other Conclaves, both Grand and Subordinate. The Supreme Conclave was virtually broken up during the late unhappy war, but was reorganized in May, 1869, in the city of Philadelphia, Pa., and resumed its supreme jurisdiction. The Order is very popular among the Germans, and Germany is the only country, except the United States, where it is now kept up; but from its rapid growth there, as well as in this country, we may confidently expect and anticipate its universal spread in all parts of the world.

The present officers of the Supreme Conclave are the following: Major Wm. E. Foster, Norfolk, Va., Supreme Archon; Dr. Heidensfelder, New Orleans, Supreme Chancellor; O. E. Dudley, Esq., Brooklyn, N. Y., Supreme Provost; Dr. S. B. Wolf, Baltimore, Supreme Secretary; George S. Hubbard, Esq., Norfolk, Va., Supreme Treasurer.

ORIGIN OF THE ORDER.

Almost every secret order has its traditional or historical origin, and so has this one. They are called Heptasophs, or Seven Wise Men of Greece. Heptasoph is a compound of two Greek words, *Hepta*, seven, and *Sophos*, wise. The Greeks were a nation whose fame will never die, and whose deeds will ever shine upon the pages of ancient history. The language of Greece holds the treasure of Divine Truth. Her poets still sing in all climes of the earth. The work of her sculptors still lives to show the genius of master hands. Her philosophers preside in many important institutions of learning in the world. Her statesmen still excite the admiration of nations, and the history of her warriors and orators will be read with interest by thousands yet unborn.

The Seven Wise Men from whom the Order derives its name were to-wit: Thales, of Miletus; Solon, of Athens; Bias, of Priene; Chilo, of Sparta; Pittieus, of Mitylene; Cleobulus, of Rhodes; and Epimenides, of Crete. Thales was considered to be the wisest of them all, for he was a great philosopher who studied the heavenly bodies and the elementary principles of nature. He traveled in Egypt and taught its people how to measure the height of their pyramids by the shadows they cast upon the ground at a certain time of the day. He gave many other evidences of much wisdom, which won for him great renown among his people and brethren. He used to thank God for three things: first, he was a human and not a brute; second, he was a man and not a woman; third, he was a Greek and not a barbarian. 'Twas he who wisely said: "The most difficult thing is to know thyself; the easiest thing, to give advice to others." He also said that "friends absent should be remembered as well as when present."

Solon was an Athenian philosopher and law-maker. He descended from the King of Athens, but in his day was poor but not obscure. He was also a poet, and it was through the inspiring effect of one of his patriotic psalms that the Athenians captured the Island of Salamis, after having been repeatedly repulsed by a neighboring nation, in terrific battle. It was he who advised another war in which the Athenians were successful, and by which their wrongs were rectified and their people were satisfied.

Of Chilo but little is recorded, except that he lived to be very old, and died for joy in the arms of his son when he returned victorious from the Olympic games.

Bias was noted not only for his wisdom, but for his great generosity and noble spirit. He died in the arms of a grandson while pleading the cause of a friend. He left some wise maxims for his people, among them the following: "Never desire impossibilties; endure misfortune with patience; great minds alone can properly bear sudden reverse of fortune; if you are handsome do handsome things; praise not a worthless man for the sake of his wealth; do all the good you can and give the glory to God."

Pitticus was the patriotic Greek who, when the Athenians were about to attack his city, (Mitylene) challenged their General to single combat, with the understanding that the result should decide the war, and much bloodshed be thereby avoided. The challenge was accepted, and he killed his enemy with a broad sword. He was then chosen ruler of his city and governed for ten years, during which time he made laws in poetry—one of which was to this effect: "A crime committed by a person when drunk should receive double the punishment which it would merit if the offender were sober." His great motto was this: "Whatever you do, do it well."

Of Cleobulus very little is known, except that he was very wise.

Epimenides, the last of the Seven Wise Men, had a great reputation for sanctity, and was often called upon to perform some sacred rite. The Cretians were superstitious enough to be believe that he had communication with the gods. From the characters and teachings of these Wise Men, it will be seen that justice and the general welfare of the people were the subjects nearest their hearts, and from the history of these sages originated this Order.

OBJECTS OF THE ORDER.

The objects of the Order are to benefit mankind, to elevate the moral standard, and to bring men into a closer relationship with each other. The Heptasophs inculcate no special religious views beyond the acknowledgment of Deity. They invade no sanctuary of worship, and meddle with no sects, creeds, modes of faith, nor politics. They strive to cultivate the moral and intellectual faculties of their brethren, and increase in knowledge and virtue. The perversity of human nature leads on to selfishness and distrust, but this Order teaches charity, benevolence, confidence, true friendship and brotherly love. The Grand Conclave of Virginia was organized by the Subordinate Conclaves, in March, 1869, and now has special jurisdiction over the following Lodges in this city to-wit:

VIRGINIA CONCLAVE NO. 1

was chartered by the Supreme Conclave, May 16th, 1868, upon the petition of E. D. Langley, E. E. Hathaway, Geo. W. Walker, Thomas H. Tucker, H. M. Hill, C. Lloyd, H. O. Hill, Robert Steele, Herbert Hope and others. It was then organized with thirty-three members.

Present Officers—F. DeCordy, Archon; D. D. Hitchings, C.; James Vickhouse, Provost; J. W. Purnell, Prelate; Wm. Rawlins, Treasurer; C. T. Davis, Recording Scribe; Wm. F. Britzell, Financial Scribe; James F. Parker, Inspector-General; H. K. Bell, Herald; W. C. West, Warden; James N. Pebworth, Sentinel. Present number of members, sixty.

FRIENDSHIP CONCLAVE NO. 2,

was chartered by the Supreme Conclave January 4th, 1869, upon petition of J. Richard Lewellen, J. P. Hodges, W. E. Foster, W. H. Halstead, R. H. Kellinger, Henry C. Harrison, A. J. Dalton, W. A. Edwards, James Barron Hope, A. H. Cherry and others.

Present Officers—E. Wharton, Archon; W. F. Gregory, C.; J. Arrington, Provost; Miles Diggs, Prelate; James M. Black, Treasurer; P. H. Dann, R. S.; E. M. Solomon, F. S.; Amos P. Jordan, Inspector General; R. D. Satchell, Herald; J. K. Barnes, Warden; W. C. White, Sentinel. Present number of members, 52.

These Conclaves are in fine condition; the members are taking fresh interest in the precepts and tenets of their beautiful Order, and the day is not far distant when their membership will be doubled. A higher branch of the Order has been organized under the jurisdiction of the Supreme Conclave, called the Encampment, which has nothing to do with the Grand Conclave of the State. A member, however, has to pass through a subordinate Conclave before he can become a member of it.

OLIVE ENCAMPMENT NO. 1

was chartered June 17th, 1868, by the Supreme Conclave, and is the only one in the State. The names of W. E. Foster, Thomas H. Tucker, William F. Britzell, William Baker, E. M. Solomon, P. H. Dann, J. K. Barnes, Samuel Hofflin, J. J. Pullen, C. T. Davis, A. H. Dudley, H. F. Lewis and others appear on the original charter.

Present Officers—George S. Hubbard, E. C.; W. H. Wheeland, C.; J. F. Parker, P.; E. M. Soloman, R. S.; P. H. Dann, F. S.; W. F. Britzell, I. G.; William Baker, T.; W. F. Edwards, P. Present number of members, 35.

All of these Lodges meet at Heptasophian Hall, on Bank street. The two Conclaves have weekly meetings, and the Encampment holds semi-monthly meetings.

THE RED MEN.

ORIGIN, HISTORY AND OBJECTS OF THE ORDER—PRESENT OFFICERS OF WYANDOTTE TRIBE NO. 42.

Christopher Columbus, believing that there were undiscovered and inhabited countries in existance, danced attendance upon and sought the favor of the Spanish Queen Isabella, in the

fifteenth century, beseeching her to fit out vessels and a command in order that he might go into the drooping west and find another continent. The noble Queen heard him, for his much speaking and little fleet was fitted and rigged. Guided by the mariner's faithful needle the bold adventurer set sail in search of other lands. Days and weeks were spent in the dreary voyage, and still the same wide expanse of water and sky greeted his anxious and despairing crew. The monsters of the deep glared from out the depths of the sea upon the frail barks which sailed above their beds. No friendly sails of returning vessels hailed them in that vast expanse of water to tell of news in distant ports. All hearts sickened and sighed for home save the hopeful and dauntless heart of Columbus, and he alone, with prophetic knowledge and wishful eye, saw a Western shore. Strange birds came twittering through the sky. The air was changed from the salt and breezy smell of the sea, and soon the sailor beheld the blessed land whereon he hoped to set his foot once more, and as he neared the coast, he was greeted by the strange red man of the forest—the solemn and mysterious child of the Great spirit! Who can give account of these red men?

The Jewish Bible contains the history of the twelve tribes of Israel, and furnishes knowledge of the Gentile nations with whom they had been in contact. The Egyptian and Babylonish records tell of their people and the nations with whom they had lived in peace and striven in battle. Alexander the Great marched across Asia, and beside the Indus, captured the Mongolian and the "heathen Chinee." Roman and Grecian history speak of strange nations and curious people. But in all this vast record of time there was no word of the Red Man of America—no type, no generation from which he could be traced. Modern history and experience teaches us that the Indian dies without fear and believes in the immortality of the soul. He looks not for punishment in death, but for reward. To him the "Kishe Maneto"—the Master of Life, is not fierce and avenging, but is a kind, loving and tender father, who folds his poor children to rest and happiness, when the chase of life is finished in the forest of the earth. His religion teaches him unfaltering trust in the Great Spirit. His honor demands that he keeps with unblemished faith the secrets and counsels of his Chief and people, and no fear of death, no promise of reward, can induce a true Indian to betray or turn against his tribe.

THE IMPROVED ORDER.

The secret order of which we write is known as the Improved Order of Red Men, and is founded upon beautiful traditions of the original Indian Tribes. It is a secret society of men, formed to aid in bearing one another's burdens, to comfort and cheer one and another in distress and old age, to create happiness for each other and to enjoy each other's society and true friendship. From all the

evidence in our possession the Order was first organized at Fort Mifflin, on the Delaware river, and the year 1813 was the time when the first "Council Fire was kindled." None but soldiers were admitted as members—it was intended for their benefit only. It will be remembered by some that during that period of our country's history there were two parties—the war party and the anti-war party. Between these factions there had arisen a bitter animosity, which spread itself in such a manner as to cause alarm. It forced its way into the fort and soon began to disseminate among the soldiers. Then it was that Captain James W. Parker, (the Commander of the post) and Lieutenant Williams, proposed and effected among the soldiers the organization of this Order, and fortified it by signs, grips and passwords, in order to dipel discord and engender friendship. From this "Fort Tribe" the Order was carried into other States, and after the war, civilians were admitted.

In 1817 the "Tribe of Columbia" was organized in Philadelphia, and the Order continued to grow until 1835, when a new era marked its history, and it was placed upon a proper basis. The Past Chiefs and other representatives of the various tribes met in Baltimore, May 20th, 1835, and organized the "Great Council of Maryland and the United States," when the society was announced to the world as the Improved Order of Red men, and it is now shorn of its political and military character, and has for its motto "Freedom, Friendship and Charity." In this Order are administered no oaths binding you to any political or religious creed; there is no binding of hands or feet, and as you enter the wigwam so you depart—a free man. Free indeed! for *there* is recognized not the arbitrary, but the necessary grades of the outer world. Socialistic barriers are there broken; birth, education and wealth must yield the step to native honor and true nobility of soul; and he is greatest in the tribe—no matter how rugged the exterior—who is the purest within, whose heart is the warmest, and whose love is the most catholic.

WYANDOTTE TRIBE NO. 42.

This is the name of the only tribe in existence in this city. It was chartered by the Great Council of Virginia, September 30th, 1873, upon the application of E. W. Gaines and "twenty other pale faces," and was duly organized and set to work. Since then it has greatly prospered, and now numbers 100 members.

Present Officers.—E. M. Solomon, V. P.; W. C. West, W. S.; A. J. Tarrall, Sr., S.; James F. Parker, Jr, S.; J. P. Epes, C. of R.; James Wilson, K. of W.

KNIGHTS OF PYTHIAS.

ORIGIN OF THE ORDER—A BRIEF HISTORY OF THE TWO LODGES IN THIS CITY.

"In faith and hope the world will disagree;
But all mankind's concern is charity."—POPE.

In presenting a brief history of the early origin of this Order to our readers, and in giving an account of the original organization and present condition of the Lodges in this city we impart information to persons not connected with the growing prosperity and popularity of this established secret society. A writer well known to this craft has justly said that our ancestors were wont to make their holidays jubilant with merry meetings. The church, appreciating the wants of our social nature, did not allow the Pagan world to absorb the recreation of the times. She appointed the needed festivals and consecrated them by religious authority. Thus, Merry Christmas remains to exercise its beneficent influence upon old and young. The Knights of Pythias have comprehended the moral, social and physical wants of the times, and have adapted their Order to these conventionalities. They have also appreciated chivalry in its legitimate sense, making it a test for separating the cultivated gentleman from the ignorant boor, the man of honor from the trickster and charlatan, the genial-true-hearted friend who would relieve our sorrows from those who labor for mercenary and pecuniary ends. The Order cultivates the chivalry of true manhood—an union of hearts and hands, which infuses a new and better life into the whole social system. The Knights do not put their armor on to contend against imaginary wrongs, but to combat the errors of prejudice and tradition which rob mankind of many comforts and genuine friendship. The story of

DAMON AND PYTHIAS

affords a noble example of friendship and chivalry, and is familiar to thousands. When we know how noble Pythias pledged his life, and was ready to sacrifice it for the honor of his friend Damon, and how the latter appreciated and rescued his faithful friend, and thereby won the admiration of his enemies and saved his own life and reputation, we naturally say, "there are but few such men in these times." But this Order teaches the same principles of true friendship, and illustrates these noble characters by its works. If its members cannot easily attain the perfection of such examples and teachings, they can at least strive for it. They can weep with sorrowing friends and rejoice with those that are happy. They can rest the weary head, smooth the pillow of the dying, and lighten the afflictions of the broken-hearted. They can

hush the voice of the slanderer, breathe peace to a distracted and discordant land and to divided and estranged families and friends. This is the mission of the Knights of Pythias, and when, by the grace of God, it is wholly accomplished, they will receive the plaudit of "Well done thou good and faithful servant; enter thou into the joys of thy Lord."

THE COVENANT

between Jonathan and David, as recorded in the book of Samuel, chapter twentieth, was not a mere convenient arrangement for the time being to meet the exigencies of the hour, but for *all* time, for they swore both in the name of the Lord, saying, "The Lord be between me and thee, and between my seed and thy seed *forever*." And upon this covenant is laid the foundation of the friendship and brotherly love, taught by this charitable institution.

FOUNDATION OF THE ORDER.

The Order of Knights of Pythias, in which there blends so much strength, beauty and symplicity in brotherly fellowship, with true knightly friendship inculcated and maintained, was founded in its present system of government at Washington, D. C., at which place the first Grand Lodge was organized April 8th, 1864, with Joseph T. K. Plant as the Grand Chancellor. The present Ritual of the Order dates from that time, although the principles upon which it is based are coeval with the oldest institutions of the world. During the many great convulsions of olden times in the affairs of nations, in which governments were overthrown and empires rose and fell, the long established laws and customs of society were uprooted and changed. Through all of these varied changes we have reasons for believing that the principles of the Pythian Order remained intact, although the forms and ceremonies of the opening and closing of Lodges, together with the beautiful initiation service were lost, and with them perished the unnumbered volumes of records of the heroic deeds of men whose lives were spent in the service of Covenanted Friendship—thousands of whom immolated themselves upon that altar for the sakes of those with whom they were Knighted Brothers. We have the story of Damon and Pythias from profane history alone, and if 'twere only from one historian it might be doubted; but one after another of the great writers of the past corroborate the story and dwells earnestly upon the strength of the friendship that bound these two noble men together.

The Grand Lodge of Virginia was formed upon a charter granted by the Supreme Grand Lodge at Washington, in 1868, and many subordinate Lodges were authorized and chartered in this as well as other States. The interest then taken in the Order fully established its success, and it has continued to grow ever since. The first officers of the Grand Lodge were Hugh Latham, V. G. P.; W. H. Wade,

G. C.; James W. Mugan, V. G. C., and their subordinates. On the 16th of April, 1869, they granted a charter to

NORFOLK LODGE NO. 9,

upon the petition of the following charter members, viz: Henry Armstrong, J. W. Thompson, D. P. Morris, W. A. Edwards, J. D. Parham, N. F. McCann, J. J. Sturdivant, Henry L. Turner, W. R. Russell and J. B. Upshur. Soon thereafter the Lodge was duly organized, and has prospered until now. The following is a list of its

Present Officers—W. G. Wilbern, P. C.; Walter A. Edwards, C. C.; E. T. Thomas, V. C.; R. W. B. Happer, Prelate; C. E. Davis, M. at A.; W. S. Morris, K. of R. and S.; J. G. Spruill, M. of Ex.; W. S. Rudd, M. of F.; George W. Hill, I. G.; Duncan McLeod, O. G. Present number of members, 103.

CHARITY LODGE NO. 10

was chartered August 16th, 1869, upon the application of the following charter members, viz.: T. F. Rogers, T. R. Gary, John J. Morris, A. W. Moise, J. C. Rowe, J. W. Grandy, Jerome Baxter, W. L. Broaddus, R. Evans and others. It was organized soon after the organization of No. 9, and is likewise in a flourishing condition. The following is a list of its

Present Officers—E. W. Gaines, P. C.; Jacob Anthony, C. C.; J. L. Rogerson, V. C.; W. S. Franklin, Prelate; B. F. Crandall, M. at A.; Chas. Pickett, K. of R. and S.; William Gibbs, M. of F.; J. W. Grandy, M. of Ex.; M. W. Holmes, I. G.; R. R. Pitts, O. G. Present number of members, 56.

TEMPERANCE.

THE ST. MARY'S TOTAL ABSTINENCE AND BENEVOLENT SOCIETY OF NORFOLK, VA.

The St. Mary's Catholic Total Abstinence Society of Norfolk, (No. 582, C. T. A. Union, of America,) was organized on the 23d day of January, 1876, with twenty-one members. The officers then elected were as follows:

Charles A. McCourt, President; William E. Glennan, Vice-President; Thomas M. Barry, Treasurer; George W. Downing, Recording Secretary; John J. Hodges, Financial Secretary; Thos. McGlennan, Sergeant-at-Arms; Rev. M. O'Keefe, Spiritual Director.

Board of Investigation—C. A. McCourt, W. E. Glennan, Rev. M. O'Keefe, G. W. Downing, John Doran and Mark Reynolds.

The pledge which each member is required to take is as follows: "I promise with the Divine assistance, and in honor of the sacred

thirst and agony of our blessed Redeemer, to abstain from all intoxicating liquors; to prevent as far as in me lies, by advice and example, the sin of intemperance in others, and to discountenance the drinking customs of society." The pledge binds a member, while he remains in the Society, to abstain both in public and in private, from intoxicating liquors, *except* when in sickness he may be ordered by a regular physician to use them; and *then* only in the quantity and for the time required and prescribed.

The constitution requires all members of the Society to receive Holy Communion in a body four times a year, and on the days appointed by the By-laws. No person is admitted as a member who is not of good moral character and standing, and who is not willing to abide by the Constitution and By-laws; nor any person who is in any way unfit to earn a livelihood, or without visible means of support, nor any one who sells or manufactures intoxicating liquors, or permits his wife to do so; and no one is admitted as a beneficiary member who is not of sound bodily health. If any member be convicted of felony, or other disgraceful crime; if he follow any unlawful or disreputable calling; or if he or his wife commence to manufacture or sell ardent spirits, or in any other manner become interested in the sale of such liquors, he shall cease *ipso facto* to be a member, and it shall be the duty of the Investigating Committee to strike his name from the roll of the Society. Should any member be so unfortunate as to violate his pledge, upon proof thereof, he shall be reprimanded in full presence of the Society by the Spiritual Director, and be fined such a sum as the Board may direct; but if a member violate his pledge a second time, he shall forfeit the sum of $5, and be put on probation for three months—during which time he shall be denied all benefits of the Society. If the pledge be violated the third time by any member, prompt and absolute expulsion is the penalty for the offence. In case of sickness the Society allows a member $5 per week, provided he be in good standing and fellowship, and the sum of $20 is paid to a member upon the death of his wife, and $40 to the widow of a member who dies while in good standing in the Society.

This Society was admitted into the Catholic Total Abstinence Union of America, on the 13th of July, 1876. Its present membership numbers 65. The only losses to the body since its organization have been, to-wit; three members resigned and five names stricken from the rolls.

Present Officers.—Wm. Newstead, President; Geo. B. Hart Vice-President; Chas. A. McCourt, Treasurer; Geo. W. Downing, Recording Secretary; Jas. Ferris, Financial Secretary; Jas. Camp, Sergeant-at-Arms; Rev. Mathew O'Keefe, Spiritual Director.

The Board of Investigation consists of the President, Vice-President, Recording Secretary, and John Doran and Lawrence Fore-

man. The Auditing Committee consists of the same officers, and Robert D Parrott.

THE RECHABITES AND GOOD TEMPLARS.

The Independent Order of Rechabites is a temperance or total abstinence organization, and has for its object the noble and glorious teachings of "Temperance, Fortitude and Justice." The Order is in a very prosperous condition in Norfolk and no doubt accomplishes much good. The Tent here is designated by the title of

PALESTINE TENT NO. 40,

and was chartered by Columbia District Tent No. 2, Independent Order of North America, August 12th, 1871, upon the petition of J. P. Epes, L. Morris, J. M. Coleman, Frank Maitland, E. W. Gaines, A. W. Fentress and others.

Present Officers.—W. H. King, Shepherd; Richard Morris, P. C. R.; George W. Black, C. R.; Cader R. Dozier, D. R.; John T. Cross, R. S.; R. R. Morris, F. S.; E. Black, Treasurer; James L. Belote, Levite; James H. Nottingham, I. G.; R. W. Barrett, O. G.; Jerome P. Epes, Chaplain; J. E. Coffman, R. S. to C. R.; A. J. Dozier, L. S. to C. R.; Charles R. Oliver, R. S. to D. R.; J. F. Dozier, L. S. to D. R. This Tent has nearly 100 members.

JUNIOR ORDER.

Arabian Tent No. 12, Junior Branch, Independent Order of Rechabites, was organized January 25th, 1874, with the following charter members: Jackson Gordon, Charles Plummer, Walter V. Eustice, Charles W. Bain, William Pettis and others. It is composed entirely of boys, and is in a very flourishing condition. It has about fifty members. This Tent is under the control of the members of the Senior Order, who are unremitting in their attentions.

Present Officers.—Robert Morris, S.; James Brownly, P. C. R.; William R. Dashield, C. R.; Thomas Dashield, D. R.; William R. Johnson, R. S.; Leroy Oliver, F. S.; J. P. Epes, Treasurer; Sidney Belote, Levite; Owen Belote, I. G.; Charles Whitehurst, O. G.

THE GOOD TEMPLARS

is another total abstinence Order upon the principles which govern the Rechabites, with this difference: The Good Templars' obligation is taken *for life*, and he who breaks the oath, forfeits his honor in the estimation of the brethren of the Order.

HARMONY LODGE, G. T., of this city, was organized October

15th, 1875, by Theodore N. Ramsay, Esq., of North Carolina. The charter was granted by the Grand Lodge upon the petition of William F. Gregory, Mrs. Mattie Gregory, W. S. Morris, Miss Lula Gale, J. W. Moore, Mrs. Susan Moore, E. Black, Miss Kate Barrett and about twenty other members.

Present Officers—Duncan McLeod, W. C. T.; Miss Cornelia Thomas, W. V. T.; Luther Edwards, W. C.; Miss Cora Ellington, W. T.; Robert Morris, W. F. S.; W. C. Small, W. R. S.; W. F. Ingram, W. M.; Miss Nettie Thomas, W. I. G.; John J. Jones, W. O. G.; W. F. Gregory, D. G. C. T.

Present number of members, 35. The ladies connected with this Order in Norfolk take a great deal of interest in it and are zealous in their efforts to save young men from the evils of the "intoxicating cup."

OUR JEWISH CITIZENS.

THEIR SECRET ORDERS IN NORFOLK.

The Jewish population of Norfolk cannot be correctly given, numerically, at this time, without much trouble, but may be estimated at about seven hundred persons above the age of six years. The general characteristics of this people, historically known as the "Scattered Nation," are the same in Norfolk as in other cities; and when properly considered, these traits of character, hereditary national, reflect credit upon the Jews. They are peaceable, quiet, industrious, frugal, smart, virtuous, and moral according to their religious faith and precepts. Their success in the business pursuits of life fully establishes their claim to be an industrious, economical and energetic people. The absence of their names upon the records of our courts, prisons, almshouses and public orphan asylums proves that they are inoffensive and self-sustaining as a class. They are kind and sociable in their nature, generous and affectionate to their families, brotherly and charitable in their secret orders, and remarkably liberal in their religious and political views. They are not forbidden by their religion or their associations from joining secret orders; hence we find them here. as well as in other places, prominent among the Masons, Odd Fellows, Knights of Pythias, Heptasophs and other brotherly and charitable organizations. They also have secret orders peculiar to their own race, and have Lodges in Norfolk. The oldest of these Orders is known as

THE I. O. B. B.,

or Independent Order of B'nai B'rith, which has for its object the great work of uniting the Sons of Israel in promoting the highest interests of humanity—especially to alleviate the wants of the poor

and needy, to visit and attend the sick, to protect and assist the widow and orphan, and to develop and elevate the mental and moral character of the Jewish race, by a liberal support of science and art, and the inculcation of the holiest and purest principles of honor and patriotism: and above all, to promulgate the doctrines and teachings of Judaism among its professors, and to defend, preserve, and diffuse their faith into society at large. The cardinal principles of the Order are as follows:

1st. "All men are brothers, sons of one God, vested with the same inalienable rights.

2d. "While nations and associations must be governed by law—the incarnation of absolute justice—the social relations among individuals, should be regulated by the dictates of love.

3d. "Charity and enlightenment are for suffering humanity, and are the choicest gifts of love. The Sons of the Covenant are specially charged with the practice of the former, and the diffusion of the latter.

4th. "The great interests of humanity are best promoted by the combined efforts of associated philanthropists, and protected against all undue interference of opponents, by wise measures and provisions.

5th. "The divine and everlasting doctrines of Judaism, are the basis of civilization, enlightenment, charity and fraternization; therefore, their promulgation and observance are but the inculcation and practice of all these great boons of humanity."

MAON LODGE NO. 172,

I. O. B. B., was chartered in January, 1871, upon the petition of H. Hamburger, Z. Hofheimer, I. Goodman, S. Weil, E. Campe, J. Adelsdorf, Charles Myers and fifteen other members. It was formally instituted on the 3d of March following, and has now about fifty members. The present officers are S. Weil, President; I. Hecht, Vice-President; S. Haas, Recording Secretary; I. Moritz, Financial Secretary; I. Goodman, Treasurer; S. Moritz, Mentor; E. Jacobs, Assistant Mentor; F. Selig, Warden; J. Fisher, Guardian. Meetings are held on the fourth Sunday of each month at Castle Hall, Main street. The Lodge is in a flourishing condition and is productive of much good.

O. K. S. B.,

or Order Kesher Shel Barzel, is another secret order among the Jews, which no doubt originated from the Order of B'nai B'rith, as its objects are almost identical. This Order is very popular in the United States. It has a Supreme Lodge, with headquarters in New York; the Supreme Body charters District Grand Lodges, and they charter the subordinate Lodges.

The cardinal doctrines of the O. K. S. B. are to-wit:

1. "The union of all Israelites upon the broad platform of Judaism, for the furtherance and maintenance of its time-honored principles.

2. "The moral support of all means tending to educate and elevate the Hebrew race.

3. "The support and care of the widow, the orphan and the aged, and the diffusion of the spirit of charity and universal benevolence."

The motto of the Order is the following—"TRUTH, LOVE AND JUSTICE."

TWIN CITY LODGE NO. 129 (O. K. S. B.)

was chartered by District Grand Lodge No. 3, of Pennsylvania, on March 14th, 1875, upon the application of twenty-six members, among whom were the following names of the prime movers in perfecting the organization, to-wit: Rev. S. Mendelsohn, Jacob Hecht, Moses E. Myers and C. S. Blun. The Lodge now has thirty-six members, and though this is the smallest membership of any Lodge in the District, its fund is the largest, comparatively speaking. Its flourishing condition at this early stage of its existence speaks well, and points to a prosperous and successful future.

Present Officers—M. Umstadter, President; C. S. Blun, Vice-President; M. E. Myers, Secretary; J. B. Lowenberg, Treasurer; E. Fishler, Assistant Secretary; Isaac Gutman, Conductor; Samuel Haas, Assistant Conductor; Sol. Hecht, Outside Guardian; J. Whitlock, Inside Guardian; E. Ball, S. W. Seldner, S. Jacobowsky, Trustees.

The stated meetings of the Lodge are held on the *first* and *third* Sundays of each month, provided those days do not occur upon a Jewish holiday. Quarterly meetings are held in March, June, September, and December. Independent of these secret organizations, the Jews of Norfolk have two Synagogues with a large membership of worshippers. They have schools for their children, and are now talking of erecting an Orphan Asylum.

The Jewish ladies of the city also have a charitable and benevolent Association which has been kept up for years, and is still in a a prosperous condition—dispensing charity among worthy objects, and doing good in many ways.

THE I. O. M.

The Independent Order of Mechanics is a benevolent institution, more like Odd Fellowship than any other Order; but it is not founded strictly upon Bible texts, as are most of the ancient orders—it is more of a practical and classical society, but, nevertheless,

teaches Friendship, Morality, and Brotherly Love: also, harmony, wisdom and unity of hearts in the bonds of peace and good fellowship. There are only two Lodges now in operation in Virginia—one in Alexandria and one here. However, the Order is very prosperous in the Western States. The Grand Lodge of Virginia was organized in 1872, and a charter was granted to

ATLANTIC LODGE NO. 8,

of Norfolk, in April of the same year, upon the petition of Major Wm. E. Foster, M. H. Stevens, L. T. Blick, Joel C. White and others.

Present Officers.—W. E. Foster, W. M.; James Bryan, J. M.; Joel C. White, R. S.; J. E. McCoy, F. S.; S. T. Oliver, Treasurer; Aug. Peed, Conductor; W. T. Owens, Chaplain. Present number of members, 59. Meetings are held every Friday night in Castle Hall, Main street.

The Grand Lodge of Virginia was disbanded in 1874, at the time the several Lodges in Richmond, Va., were broken up. Atlantic Lodge No. 8, of Norfolk, is working prosperously under the jurisdiction of the Supreme Lodge of the United States, which meets once a year at different places.

MEXICAN VETERANS.

The Norfolk and Portsmouth survivors of the Mexican War have formed themselves into an Association, sociable and charitable in its nature. They are petitioners to Congress for the removal of the disabilities which were imposed upon them by reason of their being true Southern men, who espoused the Southern cause during the late war, and it would be a simple act of justice to these gallant "old men" if Congress would harken unto their appeal. It is not right that they should be denied certain rights and privileges because they gave aid and sympathy to their native State in time of war. What they did in the Mexican war cannot be blotted from the records; and their devotion to the cause of Southern independence, and principles which they thought right, is but another evidence that they are entitled to honor and credit for their valor and patriotism.

The Association here comprizes 71 members, and there are in the two "cities by the Sea," 13 widows, who are justly entitled to pensions if Congress will only remove the disabilities so unjustly imposed. The Norfolk and Portsmouth Society was organized October 22d, 1873. Its present officers are as follows: President, James F. Milligan; Vice-President, John Smith; Secretary, John D. Simms; Treasurer, Benjamin Peddle; Chaplain, Rev. P. A. Peterson; Marshal, John Fullerton; Attorney, George D. Parker.

ST. JOSEPH'S SOCIETY.

The organization bearing the above name is a charitable and benevolent one, instituted April 9th, 1871, to promote the interests of the Sunday School of St. Mary's Catholic Church. It is beneficiary—pecuniarily and otherwise, to its members, who coutribute a monthly sum of money as dues. The work of this Society has been successful and productive of good results. Its present officers are:

Joseph C. Carroll, President.
B. McNally, Vice-President.
Robert F. Lawler, R. S.
J. J. Burke, F. S.
J. B. Loughran, Treasurer.
Rev. John Hagan, Chaplain.
James Camp, Messenger.

ST. PATRICK'S SOCIETY

Is another beneficial and charitable Association, conducted by the Catholics of Norfolk. It was first organized January, 1852, but was broken up by the yellow fever epidemic, in 1855, and was not re-organized until June, 1868, when the following officers were elected: M. Glennan, President; M. Flanagan, Vice-President; Samuel Phillips, Recording Secretary; John Samuel, Assistant Secretary; Daniel Maloney, Treasurer; Rev. M. O'Keefe, Chaplain; W. Hannan, Messenger.

The teachings of this Society point out the duties of man, as exacted by the requirements of religion, of morality and humanity. Its present officers are to-wit:

Daniel Maloney, President.
Wm. Newstead, Vice-President.
George B. Hart, Recording Secretary.
John R. Coleman, Financial Secretary.
Wm. P. Hennelley, Treasurer.
Dennis Mack, Sergeant-at-Arms.

THE NORFOLK PRESS.

The newspapers of Norfolk now in existence, are as follows, according to age:

THE NORFOLK DAY BOOK, a Republican afternoon penny-paper, owned and published by John R. Hathaway, Esq., who is also its Editor-in Chief. Local Editor, Maj. James F. Milligan; Bookkeeper and Portsmouth Reporter, Thomas G. Minton, Esq.

THE NORFOLK VIRGINIAN, a daily and weekly Democratic Journal, owned and published by M. Glennan, Esq.; Editor-in-Chief, Captain John S. Tucker; Local Reporters, H. W. Burton and Henry L. Brooke; Portsmouth Reporter, J. H. Wilcox; Book-keeper, S. S. Nottingham, Jr.; Collector and Solicitor, Wm. F. Gregory; Assistant Collector and Solicitor, J. A. Dalby.

THE NORFOLK LANDMARK, a daily and weekly Democratic paper, published by an incorporated Company, under the firm and style of James Barron Hope & Co., (first issued October 1st, 1873). Editor-in-Chief, Captain James Barron Hope; Business Manager and Cashier, Joseph L. Young, Esq. Local Editor, C. E. Perkins, Esq.; Portsmouth Reporter, R. E. Glassett, Esq.; Collector and Solicitor, W. Thompson Barron, Esq.

THE PUBLIC LEDGER, a Democratic afternoon penny-paper, published by J. Richard Lewellen, Walter A. Edwards and Jos. G. Fiveash. Editor-in-Chief, Col. J. Richard Lewellen; Local Reporter and Financier, Jos. G. Fiveash, Esq.

THE HUNTER WOODIS CLUB.

In the Fall of 1872, a Social Club, bearing the above name was formed by a few young men of St. Mary's Catholic Church. The name was given in honor of the memory of the lamented Hunter Woodis, Ex-Mayor of the city, who died in 1855.

The first meeting of the Club was held December 22d, 1872, when the By-Laws and Constitution were formed by a Committee appointed for the purpose, and the following officers were elected:

James O'Rourke, President; Robert D. Parrott, Vice-President; Thomas A. Farren, Secretary; Wm. Donovan, Treasurer.

Board of Directors—M. Glennan, Thomas Kevill, Samuel C. Phillips, M. Flannagan, Frank O'Connor, and Wm. A. Power.

The Club was incorporated by act of the Legislature, in 1874, and numbers now about sixty members. Its present officers are:

Robert D. Parrott, President.
Wm. Hart, Vice-President.
John R. Coleman, Treasurer.
Wm. E. Glennan, Recording Secretary.
J. J. Burke, Financial Secretary.
P. Magee, Librarian.
Directors—Samuel C. Phillips, J. J. Lawler, and Jas. Ferris.

THE VIRGINIA CLUB.

The Virginia Club is another social organization, instituted in Semtember, 1863, and incorporated by the Legislature in 1874. The Club Room is located on Main street, next door below the

Customhouse, and continues to *grow* in the favor of its patrons. The present officers of the Club are, to wit:

Walter H. Taylor, President.
Thomas Pinckney, Vice-President.
John R. Todd, Secretary.
Walter H. Doyle, Treasurer.

The business affairs of this institution are managed by an Executive Committee, composed of seven members, appointed annually; and this Committee acts by the advice of the Governors of the Club, who, at present, are to-wit: Walter H. Taylor, Thomas Pinckney, Walter H. Doyle, Thomas B. Ward, John T White, J. Cary Weston, Thomas B. Rowland, John S. Tucker, Wm. H. White, Allen Saunders, Henry Chamberlaine, A. Meade Smith, L. W. Tazewell and Thomas R. Borland. Number of members, seventy-eight.

THE NORFOLK TYPOGRAPHICAL UNION.

This organization needs no introduction to those who are chiefly interested in its workings. We simply desire to state that there *is* such an one in Norfolk, and that it is properly conducted. It was instituted November, 1865, and chartered January 1866. Its present officers are:

George T. Barrom, President.
Donald McLeod, Vice-President.
C. H. Sexton, Financial and Corresponding Secretary.
J. A. Crockett, Recording Secretary.
E. W. Gaines, Treasurer.

Trustees—C. M. Loughlin, W. T. Fatherly, J. E. Sexton. Meetings are held on the last Saturday in each month.

OUR CHURCHES.

Norfolk is well supplied with Churches as the following list abundantly proves:

The First Presbyterian Church, Rev. George D. Armstrong, D. D., pastor, is situated on Church street, near corner of Holt street. Services on Sabbath, morning and night.

The Second Presbyterian Church, Rev. N. M. Woods, pastor, is located on Freemason street, near Boush street. Services on Sabbath, morning and night. Seats free.

Atlantic City Presbyterian Chapel, (no pastor). Services every Sabbath afternoon, by one of the Presbyterian ministers. Seats free.

The First Baptist Church, (Cumberland street), Rev. Thomas Hume, pastor. Services on Sabbath, morning and night. Seats free.

The Second Baptist Church, (Freemason street), Rev. W. D. Thomas, D. D., pastor. Services on Sabbath, morning and night.

The Princess Anne Avenue Baptist Chapel, (Church street), no pastor. Sunday School in morning, and preaching in afternoon, by different Baptist ministers. Seats free.

Granby Street M. E. Church, Rev. S. S. Lambeth, pastor. Services on Sunday, morning and night.

Cumberland Street M. E. Church, Rev. W. H. Christian, pastor. Services on Sunday, morning and night, at usual hours. Seats free.

Queen Street M. E. Church, was completed during the past few months, Rev. B. F. Lipscomb, regular pastor. Services are held there on Sabbaths, both morning and night.

Methodist Episcopal Tabernacle, Rev. John Ryan, D. D., pastor. Services morning and night on Sabbath. Seats free.

Methodist Protestant Church, Rev. John Farrow, pastor. Services every Sabbath, morning and night. Seats free.

The Disciples' Chapel, Rev. J. M. Tribble, pastor. Preaching every Sabbath, morning and night. Seats free.

Christadelphian Chapel—Preaching both morning and night on Sundays. Seats free.

Seamen's Bethel, Rev. E. N. Crane, chaplain, is located near the corner of Water and Madison streets, for the benefit of seamen generally. Services are held both morning and night of each Sabbath. Seats free.

St. Mary's Catholic Church, corner Chapel and Holt streets, Rev. Father M. O'Keefe, pastor, and Rev. Father John Hagan, assistant. Services every morning in the week and three times on Sundays.

Cumberland Street Jewish Synagogue, Rev. L. B. Fould, rabbi, is opened for service every Saturday morning.

Fenchurch Street Synagogue, Rev. D. Levy, reader, is also opened for service every Saturday morning.

Emanuel Episcopal Chapel, Rev. Robert Gatewood, pastor. Service on Sundays, morning and night. Seats free.

St Luke's Church (Episcopal), Rev. John B. Newton, D. D., rector. Services on Sabbath, morning and night. Seats free.

Christ Church (Episcopal), Rev. O. S. Barten, D. D., rector. Services on the Sabbath, both morning and afternoon.

St Paul's Church (Episcopal), Rev. N. A. Okeson, D. D., rector. Services every Sabbath, both morning and afternoon.

["Old St. Paul's Church," as it is familiarly called, is one of the ancient landmarks of Norfolk, and is now, we believe, the only survivor of the great fire which destroyed the town in January, 1776. "It

is cruciform and built of imported bricks, the ends of which are glazed, and gives the edifice a checkered appearance." The lot upon which it is built is a large one, and was given to the people of the "Borough" by Samuel Boush, in 1733, to be used as a burying ground. The building was erected in 1739, and on the side facing Cove street this date is given, with the letters "S. B." in large figures formed by projecting bricks. On the south corner, next to Church street, may now be seen, half embedded in the bricks, a small cannon ball, which was fired from one of the British ships, and struck the church in 1776, when the town was bombarded and destroyed. It is an interesting relict of the past, and is permitted to remain there "as a mute relator of the malice of the foes to liberty. A short, battlemented tower, built of wood, is a modern addition to the building, but with this exception, its exterior is the same as when Norfolk was destroyed by Lord Dunmore." Its interior has been entirely changed and modernized.

Since the war it was by some persons thought best to tear down the old walls and build a church upon a new plan; but the idea was speedily cried down by the people at large. About that time the following verses were written on the subject, and published in the *Virginian:*

A PLEA IN BEHALF OF THE ANTIQUE.

Workman spare those walls,
Break not the ancient pile;
Oh, clothe not old St. Paul's
In garb of modern style!

A relict of the past,
We love it for its age:
Thus may it ever last
To grace our history's page.

Our citizens take pleasure in showing the old church of 1739 to their friends from abroad who visit them.]

THE NORFOLK SCHOOLS.

The public school system of Virginia is equal in every respect to that of any State in the Union; and the public schools of Norfolk, both for white and colored children, superintended by Gen. R. L. Page, an accomplished gentleman and ripe scholar, will rank with those of any city in the entire South. They are extensively patronized and the rapid progress now being made in the education of our youth is plainly perceptible and truly gratifying, and no tax put upon the people of this city is paid more cheerfully than the school tax.

PRIVATE SCHOOLS.

The private schools of Norfolk are also a pleasing feature in our midst and we take pleasure in mentioning a few of them in this volume, regretting that we cannot notice them all:

The Webster Military Institute, is properly a continuation of the Virginia Literary, Scientific, and Military Academy, established in Portsmouth, Va., in 1840, by the late Captain Alden Partridge, formerly Superintendent of the United States Military Academy at West Point, Chief of the North East Boundary Survey, and President of Norwich, Vt., University. Prof. N. B. Webster, a tutor in the Norwich University, joined the V. L., S. & M. Academy in December, 1840, resigned its superintendence in 1842; in 1843 conducted a similar school in Charleston, S. C.; was re-appointed principal of the V. L., S. & M. Academy in 1844, and continued in charge till the sale of the property to the public schools, when he taught a preparatory school in Richmond, Va., and in 1847-48 was lecturer in charge of the Natural Sciences in the Richmond College. After discharging the duties of Civil Engineer in the Norfolk Navy Yard, *for about two years*, Prof. Webster, re-opened the Portsmouth Academy under the name of the Virginia Collegiate Institute. This very flourishing school was discontinued in 1862 on account of the war, when its principal removed to Canada and established a similar institution at Ottawa. In 1869 the Webster Institute was opened at Nos. 45 and 47 Charlotte street, by the former principal of the Portsmouth Academy and Collegiate Institute, and it has continued to flourish ever since.

The Norfolk Male Academy (old Academy building on Bank street) is taught by Rev. Robert Gatewood, an Episcopal minister of profound learning. This school is well patronized and has an excellent reputation. Mr. Gatewood has able assistants in his arduous duties and has made his school a decided success.

Professor William R. Galt's school for boys, is also a well known institution of Norfolk, and is annually growing in favor. Mr. Galt is one of our most useful and intelligent citizens, and enjoys the esteem and confidence of all who know him.

Rodman Collegiate Institute, No. 233 Bute street, is another very excellent school. It was founded by the late Prof. Wm. B. Rodman, and is now conducted by John J. Morris, Esq., an able and popular teacher.

St. John's Seminary, for young men—a Catholic school, taught by Revs. M. O'Keefe and John Hagan, with competent assistants, is also a fine institution of learning, with increasing popularity—probably the best school in the city for the study of ancient languages.

Misses Leach and Wood's school for young ladies, is an institution second to none of its kind in the country. It has been established here

just six years, and during that time some of the most talented and accomplished ladies in our community have completed their studies in it. The splendid success which has crowned the efforts of these two highly cultivated teachers has been faithfully earned, and is sufficient testimony of their competency. They teach the usual branches of an English education, together with a complete course of the languages, music, drawing, painting, &c., &c.

The Norfolk Collegiate Institute for young ladies, is another most excellent and very popular school. Rev. R. M. Saunders, a Methodist minister, loved and honored by our entire community, is President of this Institute, and has for years been winning golden opinions from his many patrons—both in this city and Portsmouth. He employs an able corps of teachers, and has educated many young ladies who now adorn society as maids and matrons. Mr. Saunders' school is always full, and gives universal satisfaction.

There many accomplished ladies in Norfolk who conduct schools, and are well and favorably known to the community—among them, Miss Maggie Broughton, Miss Blanche Baker, Mrs. V. C. Fletcher, Mrs. John W. Lee, Miss F. E. Hall, Miss M. E. Rowland, Miss Julia Robertson, St. Mary's Select School (which has been already noticed in this volume), and others. Surely, the city is not deficient in her institutions of learning.

CONCLUSION.

In concluding this the first book we ever attempted to write, we feel inclined to rob our "preface" of a few lines, by making some apologies. This work was not at first intended to be so extensive, and we admit that we have not given it the careful consideration, particular pains and dignified tone, that should characterize an historical volume. There has been much unsaid; and a great deal *said*, that would have been better, unsaid. Some of our reflections and criticisms—both in regard to persons, events and measures, may appear harsh, unjust, or out of place, and we may have been too free at times in giving vent to our own opinions—but it cannot be helped now.

We have labored hard to make this volume interesting to the people of Norfolk, and have tried to be correct in the details given herein; and if we have failed, the error is of the head and not of the heart. Excellence is not matured in a day, and the cost of it is an old story. The beginning of Plato's "Republic," it is said was found in an old tablet and written over in a variety of ways. Addison, we are told, wore out the patience of his printer; frequently, when nearly a whole impression of the *Spectator* was worked off,

he would stop the press to insert some new proposition. Lamb's most spirited essays were the result of intense brain labor; he used to spend a week at a time in elaborating a single humorous letter to a friend. Tennyson is reported to have written "Come into the garden Maud," more than fifty times over before it pleased him; and "Locksley Hall," the first draught of which was written in two days, he spent the better part of six weeks, for eight hours a day, in altering and polishing. Dickens, when he intended to write a Christmas story, shut himself up for six weeks, living the life of a hermit, and came out as haggard as a murderer.

Moore thought it quick work if he wrote seventy lines of "Lalla Rookh" in a week. Buffon's "Story of Nature" cost him fifty years of labor, before he sent it to the printer. "He composed it in a singular manner—writing on large sized paper, in which as in a ledger, five distinct columns were ruled. In the first column he wrote down the first thoughts; in the second he corrected, enlarged and pruned; and so on until he reached the fifth column within which he finally wrote the results of his labor. But even after this he would compose a sentence twenty times, and once devoted fourteen hours to finding the proper word to round off a period." John Foster often spent hours on a single sentence. Ten years elapsed between Goldsmith's "Traveler" and its completion. So, if we could afford the time, trouble and expense, this volume should be rewritten and materially altered—in language, not in sentiment, even though it took years to do it. Our apologies, therefore, are for the style in which the book is written, and for the gramatical and typographical errors it contains—but for nothing else "gentle reader."

DAILY AND WEEKLY

NORFOLK VIRGINIAN,

56 and 58 Roanoke Avenue,

NORFOLK, VA.

M. Glennan, Proprietor.

THE VIRGINIAN is an unrivalled medium through which the public of Eastern Virginia and North Carolina may be reached. Its success has been without a parallel in the history of the press of Virginia, and it points to-day with pleasure at the extensive patronage it receives from the hands of the business men of Norfolk.

THE DAILY VIRGINIAN contains every morning a summary of the latest Foreign and Domestic Intelligence by Telegraph, with a full transcript of Local matters. Its Commercial Department gives accurate quotations of Foreign and Home Markets, Receipts, Statistics, &c.; and its Marine Intelligence of the Ports of Norfolk, Portsmouth, and Hampton Roads, is complete and full.

The circulation of the Daily exceeds that of any other paper published in Eastern Virginia. Its city circulation is nearly double that of any other, and its Weekly is in excess of all the others combined.

The circulation extends through the Eastern Shore, the Peninsula, Eastern and Southwestern Virginia, and all through Eastern and Central North Carolina. This is so especially of our Weekly Edition.

Below will be found our Advertising Rates, to which we call special attention. They will be found liberal. Merchants, business men and others will find it to their advantage to make use of our columns.

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OF THE

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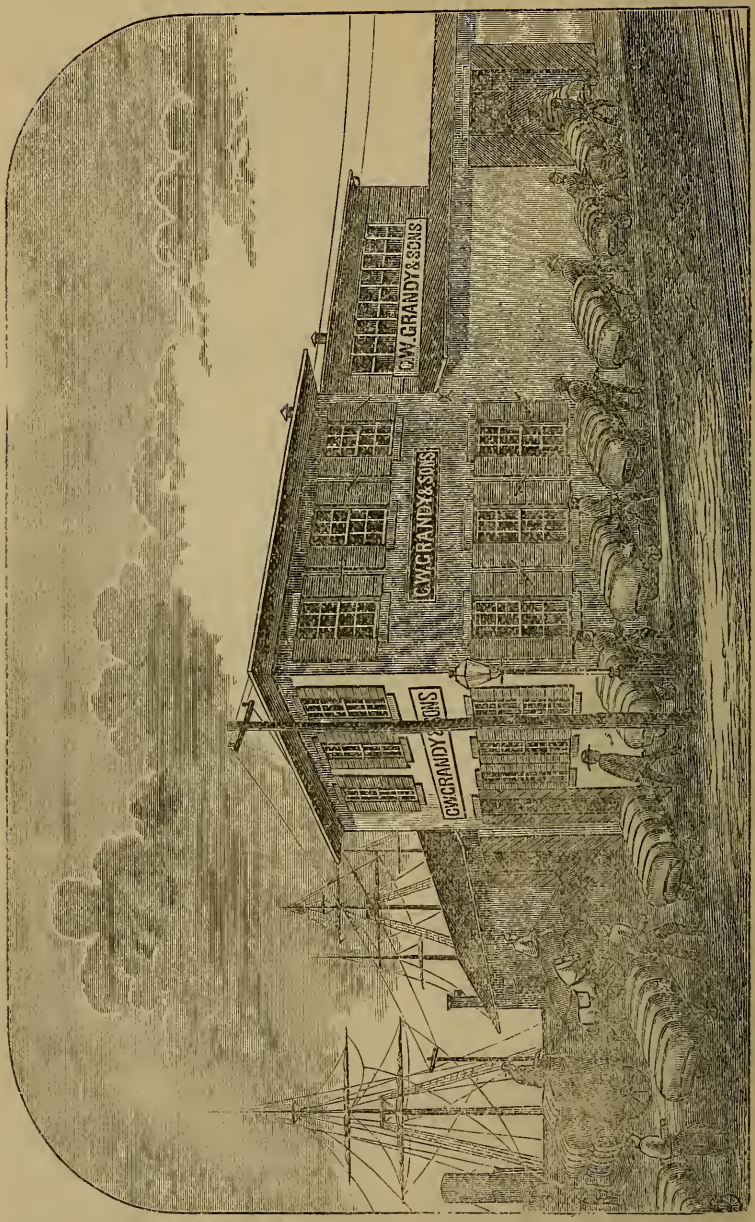
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Quarter Column	15.00	42.00	80.00	160.00	236.00
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Quarter Column	4.25	8.00	18.00	32.00	48.00
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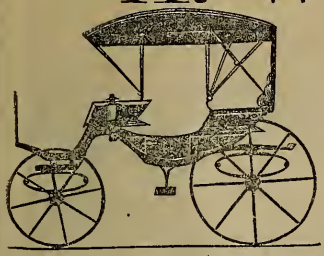


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ESTABLISHED 1835.

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Our stock comprises

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We are Proprietors of FORREST'S JUNIPER TAR, FINCH'S CHOLERA REMEDY, FINCH'S 10—I—C. Correspondence solicited in regard to WRIGHT'S COD LIVER OIL AND TAR, the greatest remedy ever found for Diseases of the Lungs. We also call attention to our VEGETABLE PURGATIVE CORDIAL.

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THE

Cosmopolitan Billiard Saloon

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THE MODERN CAROM TABLES,

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M. A. & C. A. SANTOS,

ATLANTIC BLOCK,

118 MAIN STREET, and 1, 2 and 3 ATLANTIC STREET,

NORFOLK, VA.

We offer a large stock at low prices for cash or approved credit.

STERLING T. OLIVER,

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OFFICE—CORNER COVE AND CHURCH STREETS.
RESIDENCE—307 CHURCH STREET,
THE FINEST HEARSE SOUTH OF BALTIMORE.
SOLE AGENT IN NORFOLK FOR THE AMERICAN METALLIC BURIAL CASES.
WALNUT and all styles of COFFINS, from the PLAINEST TO THE MOST HIGHLY FINISHED, constantly on hand.
☞ All orders promptly attended to day or night.

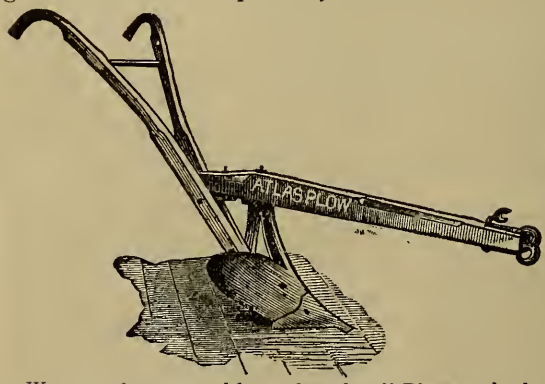
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96 AND 98 WATER STREET, NORFOLK, VA.,
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☞ Special rates by the week or month. Extensive improvements have been made in all the departments of this Hotel since it was purchased by the present proprietor, and it is now a FIRST-CLASS house in every respect.

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In addition to the above-named steamers the Company's well known freight steamers SEABOARD, WESTOVER, ROANOKE, TRANSIT and PETERSBURG, are run daily or as often as business demands, thus affording to shippers the quickest and most valuable freight line between Baltimore and the South.

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